

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

6430.2 CHG. 37

1/2/97

SUBJ:

MINUTES OF DOD/FAA JOINT RADAR PLANNING GROUP (JRPG)

- 1. **PURPOSE.** This change transmits Attachment 79 to Order 6430.2, Minutes of DOD/FAA Joint Radar Planning Group (JRPG). This Attachment is the minutes of JRPG meeting number 79 conducted January 9-11,1996.
- 2. DISTRIBUTION. This change is distributed to the branch level within Airway Facilities Service; Assistant Administrator for Civil Aviation Security; Office of Communications, Navigation and Surveillance Systems; Air Traffic Service; Office of System Architecture and Program Evaluation, in Washington; to the branch level in the regional Airway Facilities and Air Traffic divisions; to the branch level at the FAA Logistics Center; and to supervisory level at all air route traffic control centers and all radar sites.
- 3. FILING INSTRUCTIONS. File this attachment immediately following Attachment 78 of this order.

David B. Tuttle
Program Director
for NAS Operations

Initiated By: ,

AOP-300

MINUTES OF DOD/FAA JOINT RADAR PLANNING GROUP (JRPG) #79

JANUARY 9-11, 1996

LAUGHLIN, NEVADA

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1. ADMINISTRATIVE ITEMS.

- a. The United States Air Force (USAF) hosted the 79th formal meeting of the JRPG in Laughlin, Nevada, during the week of November 18, 1995. This meeting was closed early due to shut down of the Government because funding for FY-96 was not appropriated. The meeting was rescheduled and held in Laughlin, Nevada, during the week of January 8, 1996.
 - b. JRPG #79 list of attendees is at Attachment 1.
 - c. The current DOD/FAA address list is at Attachment 2.
 - d. An updated list of FAA Regional JRPG Coordinators is at Attachment 3.
 - e. A list of USAF JRPG Sector Coordinators is at Attachment 4.
- f. The Logistics Subgroup was not convened. Cochairmen are Mr. Randy Means, AML-610 for FAA, and Mr. Richard Jorgenson, SM-ALC/LHEP for DOD.
- g. The Radar Network Subgroup was not convened. Cochairmen are Maj. Larry Wohler for DOD and Mr. Rob Paul, ATR-110 for FAA. Maj. Larry Wohler has retired and SMSgt Bob Silverio is interim DOD cochairman until the arrival of Maj. Debra Skelton who will become the new DOD cochairperson effective 3 Feb. 96.
- h. The Radar Analysis Software Subgroup (RASS) was not convened. Mr. Lanny Clelland, 84 RADES, is the DOD Cochairman and Mr. John Gonzales, FAA/AOS-520, is the FAA Cochairman.
- i. The Communications Subgroup has had several working session to resolve the TELCO room spacing and have reached agreements that satisfy the OSHA concerns. The results of their actions are reflected under Communications, Section 8, item b, and Attachment 22. Cochairmen are Mr. Ed Wormley, ACC/SCYA, for DOD and Mr. Sam Krishnan, AOP-400 for FAA.
 - j. The dates for the next JRPG are:

In-House JRPG

October 8-10, 1996

Formal JRPG

November 19-21, 1996*

*The JRPG formal meeting for 1996 will be hosted by the FAA.

The following items document discussions during the JRPG meeting. Items preceded by references were discussed in previous JRPG meetings. The first two digits in each reference indicate the meeting number. The alphanumeric after the hyphen indicate the paragraph in those particular JRPG minutes. Those items without reference are new items

discussed by the JRPG. Several action items are closed, yet some minor actions remain to be completed. Offices of primary Responsibility (OPRs) assigned are as indicated and are responsible for ensuring remaining actions are completed.

2. JRPG GENERAL

- a. <u>Introduction.</u> Mr. Ken Kingsmore, HQ ACC/XPP-JRPG introduced Mr. John G. "Gil" Mauck, FAA/ALM-404. Mr. Mauck will replace Mr. Bob Klose as the FAA JRPG Cochairman. Mr. Klose retired in January 1995 after serving many years as the FAA JRPG cochairman. Best wishes are extended to Mr. Klose in his retirement.
- b. Resolution. The Joint Radar Planning Group (JRPG) passed the following resolution to commemorate the loss of the Airborne Warning and Control System (AWACS) crew, "Yukla 27", at Elmondorf Air Force Base, Alaska.

The Joint Radar Planning Group (JRPG), comprised of members from all branches of the US Armed Forces and the Federal Aviation Administration, wishes to express sincere condolences to the families of those who were on board "Yukla 27" on 22 September 1995. The people of the United States and Canada suffered a tremendous loss that day. As radar operators and maintainers, we in the JRPG are keenly aware of the integral role the E-3 plays in protecting the integrity of our nation's airspace. The men and women of 962 AACS are a vital part of our nation's defense. We are all diminished by this tragedy. We share your loss and express our deepest sympathy to you.

OPR: ACC/XPP-JRPG FAA/ALM-404-JRPG ALL

CLOSED

c. <u>Coordination</u>. The JRPG cochairmen reemphasized the need for coordination, communication, and cooperation between all personnel associated with the joint use program. Attendees were reminded that JRPG policy dictates any action which affects a joint use site must be coordinated with all concerned. Also, all were reminded that any intent to change/modify/alter joint use site configurations/operating procedures, etc., must be formally submitted to their respective counterparts and/or headquarters.

OPR: ACC/XPP-JRPG

FAA/ALM-404-JRPG

d. <u>Coordination/Problem Solving Chain.</u> Updated FAA/USAF/Navy JRPG coordination chain and problem solving flow diagrams are at Attachment 5.

OPR: ACC/XPP-JRPG . FAA/ALM-404-JRPG OPEN

- e. Briefings. The following briefings were provided during JRPG #79:
- (1) <u>JRPG Background Briefing</u>. The DOD JRPG Cochairman presented a briefing which provided the history of this program, its congressional mandate, scope, and organizational structure. Also depicted in this briefing were the geographical locations of the joint use sites, with a breakout of those which are military only. The subject briefing is at Attachment 6.
- (2) <u>Air Sovereignty Briefing.</u> 1 AF/DOY provided an overview briefing of the First Air Force mission including air defense, air sovereignty, and command and control. This briefing identified JSS as the backbone of the Air Defense System by providing a comprehensive radar and communications network. Briefing is at Attachment 7.
- (3) <u>FAA Realignment Briefing.</u> Mr. Ed Noulin, FAA/ACE-420 provided a briefing of the status of Airway Facilities national realignment. He outlined the goals and objectives of the new field organizations. Briefing is at Attachment 8.
- (4) <u>FARR Status Briefing.</u> Due to a major snow storm on the east coast, the Joint Program Office (JPO) was unable to attend the conference and thus did not provide a briefing.
- (5) <u>FIRRS Status Briefing.</u> Due to a major snow storm on the east coast, the Program Manager was unable to attend the conference and thus did not provide a briefing.
- (6) Review of Last Year's JTIs. There were 6 joint technical inspections performed this year. First Air Force presented a review of these inspections. Overall radar, beacon, common digitizer, and Mode IV processors were in very good condition and provided reliable service to support the DOD and FAA missions. There were some concerns that FAA needs to standardize Key Parameters, the JTI reports and provide them to USAF within 60 days. The JTI Task Force made a consensus on several issues. Briefing is at Attachment 9.

- (7) FY 95 Radar Evaluation and JSS Involvement Briefing. The 84 RADES presented an overview of the task they performed over the past year in support of the Joint Surveillance Sites (JSS). The briefing provided details of evaluations performed, site surveys completed, participation in ARSR-4 contractor testing and base line results at the first four ARSR-4 sites. Briefing is at Attachment 10.
- (8) <u>Radar Performance Trends Briefing.</u> The 84 RADES presented a radar trend analysis overview of sampling techniques, sampling results, and performance measurements. Briefing is at Attachment 11.
- (9) Remote Automated Control Interface (RACI) Modification Status Briefing. AOS-510 provided a status and capabilities briefing for the RACI modification. Included was a discussion of the dates the program is to be delivered to each site. Briefing is at Attachment 12.
- (10) <u>FARR PSA and Project Status Update Briefings</u>. The 38 EIG/EIC provided a FARR Project Support Agreement (PSA) status for each site. They also addressed FY 96 FARR projects scheduled for each site.
- (11) Frequency Spectrum Reallocation. FAA/ASR-1 provided information relative to the recent to the recent transfer of federal spectrum to the private sector. This transfer impacts the Joint Surveillance System (JSS), since a portion of the frequencies involved in the transfer included a range of frequencies that are in the Long Range Radar surveillance allocations. The ARSR-4 is directly impacted due to the limitations placed on its frequency hopping capability. Efforts are currently underway to minimize the impact on the JSS.

3. RADAR EVALUATION / INSPECTION / ANALYSIS / CERTIFICATION.

a. Item. 78-3a, 77-3.a, 76-3.a, 75-3.a, 74-3.c, 72-3.c, 71-3.b(3), 70-2.d(4), 69-2.f(5): Technical Inspection Handbook (6040.6x). Order 6040.6d has been revised, and issued Sept. 14, 1995. The revised order defines the objectives of the technical evaluation program. Specific guidance for conducting Joint Technical Inspections (JTIs) are outlined in Appendix 2 of the order. JTIs will remain on a three-year cycle FAA is looking at a change in philosophy in the way technical inspections are conducted. The JRPG cochairmen tasked ALM-200, 1 AF/SCL, and the FAA and DOD JRPG coordinators to participate in this effort..

OPR: FAA/ALM-200

1 AF/SCL

FAA JRPG Coordinators

DOD Coordinators

b. <u>Item. 78-3b, 77-3b, 76-3.b, 75-3.c, 74-3.e(2), 73-3.e, 72-3.e, 71-3.d, 70-2.f, 69-2.h, 68-2.a, 67-3.bb</u>: <u>Inter-Agency Ground Inspection Manual Revision</u>. Because of changes in personnel and reorganization this item was temporarily suspended. A new draft order and clearance record is being prepared.

OPR ·

FAA/ALM-200

OPEN

c. <u>Item. 78-3c</u>, <u>77-3.d</u>: <u>Radar Analysis Software Subgroup (RASS)</u>. The working group comprised of FAA and 84 RADES representatives have developed new radar analysis software using standardized recording software. Two briefings were presented by the RASS on plans for use in analyzing radar data. One system is the Radar Data Interface System (RDIS) which is designed to record radar data at the output of the SOCC modems and input it to the Q-93 computer. The second system is the RADES System 2 (RS2) for Windows which provides for real-time assessment of radar data. These briefings are at Attachment 13 and 14 respective.

OPR:

84 RADES/DO FAA/AOS-520

OPEN

4. MAJOR PROGRAMS.

a. Item. 78-4.a(2), 77-4.b, 76-4.b(1), 75-4.b, 74-4.b(1), 73-4.b, 72-4.b, 71-4.b.

Letter of Agreement (LOA) for Key West 3D Radar. A joint DOD/FAA Letter of Agreement (LOA) has been prepared for the continuance of FAA maintenance of the Key West radar site after the installation of the ARSR-4. The latest draft of the LOA is in FAA Southern Region for coordination. Expect to have document completed and signed by January, 1996.

OPR FAA/ASO-472 NAVAIRSYSCOM/5515 SEADS/SC

OPEN

b. <u>Item. 78-4.c, 77-4.d, 76-4.d: FIRRS Maintenance.</u> The FAA Air Force Radar Replacement program (FARR) Icelandic Remote Rekeying System (FIRRS) name has been formally changed to CI-13. A new maintenance concept is being developed and will be coordinated within the FAA/USAF. The CONUS requirements are unfunded and are not included in the production contract.

OPR HQ ACC/DRC HQ ESC/TNN

c. Item. 78-4.d, 77-4.e, 76-4.e, 75-4.d, 74-4.d: New MOA to Replace NAT-614 in the ARSR-4 Timeframe. NAT-914 has been signed by both the Commander, ACC and FAA/AAF-1. NAT-914 will become active within the first quarter after commissioning the first ARSR-4 radar. The reimbursement scenario changes drastically from that delineated in NAT-614. Copies of NAT-914 were distributed to all attendees. Briefing is at Attachment 15.

OPR HQ ACC/XPP-JRPG FAA/ALM-404-JRPG OPEN

d. <u>Item. 78-4.e:</u> Radome Replacement Program. The FAA did not present a briefing on the Radome Replacement Program. The Joint Program Office was unable to attend due to significant snow storm on the east coast.

OPR:

FAA/AND-440

OPEN

5. **JOINT USE SITES.**

a. <u>Item. 78-5.a: Site Configurations.</u> An updated list of joint use site configurations is at Attachment 16. An updated survey of data ties/services provided at joint use sites is at Attachment 17.

OPR:

HQ ACC/XPP-JRPG FAA/ALM-404-JRPG

OPEN

b. <u>Item. 78-5.b: USN Request for FAA Radar Data.</u> US Navy requested radar data from Rainbow Ridge, Mill Valley and, Paso Robles, CA (via Oakland CA ARTCC). The US Navy will provide and install all Codex 3600 modems and will pay for land line connectivity. Western Pacific region has agreed to the request. The MOA has been developed and is expected to be in place by the end of November 1995.

OPR:

USN/Nice East Charleston Code-313 SW

FAA/AWP-473.9

c. Hawaii.

(1) Item. 78-5c(1), 77-5.c(1), 76-5.d(1), 75-5.d(2), 74-5.d(2), 73-5.d(2), 72-5.d(2), 71-5.d(2), 70-2.n(2), 69-2.p(5): MT Kokee Beacon Improvements. Contract for engine generators was awarded Feb. 95. Equipment will be maintained by Pacific Missile Firing Range (US Navy). Installation is expected to be completed by July 95.

OPR:

FAA/HIPAFS

OPEN

d. Alaska.

(1) Item. 78-5d(3): Joint Surveillance System Alaska (JSSA). A Joint Surveillance System Alaska Discussion Committee has been formed with representatives from the Alaskan Region FAA and 11th AF for joint management of the Alaska Radar System. It is proposed that this agreement become an Appendix to NAT 914. The draft Alaskan JSSA Appendix to NAT-914 is being coordinated. Briefing is at Attachment 18.

OPR:

FAA/AAL-460 11 AF/DOY

OPEN

e. <u>Item. 78-5.f.</u>, 77-5.9, 76-5.h: <u>US Navy Request for Jedburg SC. Radar Data.</u> FAA and the SEADS concur with the US Navy's request for data from Jedburg. The Navy equipment is installed and is in use. Comments have been received on the draft agreement and will be incorporated in the final LOA. The LOA is expected to be in place by January 1996.

OPR:

NAVALEXEN, Charleston

FAA/ASO-472

OPEN

f. <u>Item. 78-5.g. 77-5.h</u>: <u>USAF Request for Jedburg, SC Radar Data.</u> Equipment installation is complete and testing is in progress. An LOA has been prepared and is in coordination. Estimated signing of LOA by end of December 1995.

OPR:

FAA/ASO-472 ACC/SCYA 726 ACW/SC

g. US Navy Request FAA to Maintain ARSR-4 at two sites.

(1). Guantanamo Bay Cuba. The US Navy verbally request the FAA maintain the ARSR-4 at Guantanamo Bay Cuba to better insure continuity of the radar and eliminate the need for the Navy to set up the logistics and training support for a limited number of sites. The JRPG endorses the proposal as an effort that would be cost beneficial to the tax payer. The Navy will prepare a formal request to the FAA requesting maintenance of the Guantanamo Bay radar.

OPR: USN/NISEI West FAA/ASO-472

OPEN

(2). San Clemente California. The US Navy request the FAA maintain the ARSR-4 at San Clemente CA. to better insure continuity of the radar and eliminate the needs for the Navy to set up the logistics and training support for a limited number of sites. The JRPG endorses the proposal as an effort that would be cost beneficial to the tax payer. The Navy will prepare a formal request to the FAA requesting maintenance of the San Clemente CA. radar.

OPR: USN/NISE West FAA/AWP-473.9

OPEN

6. **EQUIPMENT**.

- a. Common Digitizer 2 (CD-2)
- (1) Item. 78-6.a(1), 77-6.a(1), 76-6.a(2), 75-6.a(2), 74-6.a(3): Remote Control and Status Feedback. The modification developed by FAA is now called the RACI (Remote Automated Control Interface) Modification. Prototypes have been built and tested at Paso Robles CA and Jedburg SC. Final packages are being sent to each site requiring the modification. Further details are available in the RACI briefing at Attachment 12.

OPR: FAA/AOS-510

84 RADES OPEN

- b. Height Finder Radars (HFR).
- (1) Item. 78-6.b(1), 77-6.b(1), 76-6.c(2), 75-6.c(2): HFR Removal/Radio
 Relocation. The ACC/XPP-JRPG provided a status of JSS Height Finder Radar (HFR)
 removal. There were 41 HF radars and towers at JSS sites. To date 41 HF radars have

been removed, and 23 of the HF towers have been removed. Other federal agencies, local county agencies and private individuals are the gaining beneficiaries of 11 of the towers. The tower at Mill Valley CA is being modified to house the ARSR-4. There are 7 towers awaiting removal all expected to be removed by the end of CY 97. ACC/SCY will continue to work the funding issues. Briefing is at attachment 19.

OPR: 38 EIG/DRC

HQ ACC/SCY/DRC/DOY

1 AF/SCX/SCL

OPEN

c. Radios.

(1) Item. 78-6.c(2), 77-6.c(2), 76-6.e(3), 75-6.e(3), 74-6.g(3), 73-6.g(5): Secure UHF Radios. UHF radio encryption provides secure voice capability for single channel GAG radios. Phase I, prototype testing, and Phase II installation and testing of production model in the SEADS, have been completed. Phase III, production model installations, remains unfunded. No estimates on funding.

OPR: 1 AF/SC

OPEN

(2) Item. 78-6.c(3), 77-6.c(5), 75-6.e(6), 74-6.g(6): Fort Fisher MOA. Draft MOA has been coordinated and comments incorporated. Expect to have signed document by March, 1996.

OPR:

FAA/ASO-472

OPEN

- (3) Item. 78-6.c(4), 77-6.c(6), 76-6.e(7), 75-6.e(7): AN/GRC-171 Training.
- (a) AN/GRC-171 HAVE QUICK Training. AFZ-100 needs to provide guidance on the process for requesting AN/GRC-171 HAVE QUICK training. FAA site managers need to identify their AN/GRC-171 HAVE QUICK training requirements. This training is currently provided by USAF at Kessler AFB MS.

OPR: FAA/AFZ-100

OPEN

(b) <u>AN/GRC-171 Training</u>. AFZ-100 needs to provide guidance on the process for requesting AN/GRC-171 training. FAA site managers need to identify their AN/GRC-171 training requirements. USAF may need to reestablish classes at Kessler AFB MS providing sufficient requirements are identified.

OPR: FAA/AFZ-100

(4) <u>Item. 78-6.c(6)</u>, <u>77-6.c(8)</u>: <u>HAVE QUICK II Radios</u>. An update briefing was provided by ACC/SCYR to include problem areas, training, operation, and repair part status. The problems relating to the A-11 cards may have been that the cards were not properly aligned. Need to validate the cards prior to initiate replacement actions. Additional test equipment has been delivered to the sites. Briefing is at Attachment 20.

OPR:

HQ ACC/SCYR 38 EIG/EIC

CLOSED

(5) <u>UHF Radios Test and Monitor Panel Replacement</u>. The existing Test and Monitor Panel is no longer logistically supportable and is incapable of supporting wide band connectivity necessary for the HAVE QUICK II Radios. The JRPG Cochairmen task the 38 EIG engineers to develop a new Test and Monitor Connectivity monitor panel. The redesign of the Test and Monitor Panel has been completed and installed at all two sites. The Global Positioning System (GPS) receivers have not been installed at most sites. Drawings of the new Test and Monitor Panel are contained in the briefing at Attachment 21.

OPR: 38 EIG/EICR

OPEN

(6) Item. 78-6c(9): Idle Current Modification. This modification affects all of the USAF UHF/VHF single channel radios located at the JSS sites. Due to the cost escalation of the circuit cards needed to accomplish this modification, the modification will not be accomplished. The mean time to repair the linear amplifier does not justify the modification cost.

OPR: 1 AF/SCL

CLOSED

d. FPS-117 3D Radar

(1). Replacement of MT Kokee, HI. Radar. PACAF/DOCY provided a briefing in which they proposed to replace the existing radar, beacon, and height finder with a FPS-117 currently in hot storage at Galena Alaska. The estimated cost to relocate the FPS-117 is \$2.0 million. PACAF request all users validate their operational requirements for the MT Kokee radar. A tentative date of Feb. 1, 1996 was set for a meeting at HQ PACAF to discuss replacement of the MT Kokee radar.

OPR: AC

ACC/XPP-JRPG FAA ALM-404-JRPG

PACAF/DOCY

HIPAFS

COMNAVAIRSYCOM/PMA-2132

AWP-473.9 JRPG

AWP-510

OPEN

7. LOGISTICS.

a. <u>Item. 78-7.b</u>: <u>Transfer of Lake Charles LA FPS-91 Items to FAA</u>. The FAA Logistics Center has requested specific items of the Lake Charles, LA. FPS-91 radar system for their inventory. JRPG Minutes #74, published in July 1991 - approved the transfer of the entire radar to the FAA after decommission. Subject transfer was to be of no cost to the USAF. Recent discussions have surfaced that only portions of the radar were desired by the FAA for transfer. Action on this request remains with the JRPG logistics Subgroup. After resolving the issue, the Logistics Subgroup was asked to notify the JRPG, and SEAD Sector.

OPR:

FAA/AML-610 SM-ACC/LHEP

OPEN

b. <u>Item. 78-7.c: Transfer of HAVE QUICK II Test Equipment</u>. First AF originally requested the JRPG effect the transfer of the following pieces of HAVE QUICK II test equipment to FAA:

Analyzer Mod
Audio Oscillator
Frequency Counter

PN 6625-01-123-1090 PN 6625-00-575-7737

PN 6625-00-914-3619

After further study, it was determined that the test equipment in some cases was unique to the Air Force and should not be transferred. However, the USAF will provide the

necessary test equipment to the FAA to maintain the HAVE QUICK II radios. FAA site personnel were instructed not to accept outdated or antiquated test equipment.

OPR:

FAA/AML-610

1 AF/SCL

SM-ALC/LHEP

CLOSED

8. COMMUNICATIONS.

a. <u>Item: 78-8.b. 77-8.b. 76-8.d. 75-8.c: FARR Connectivity Plan.</u> First Air Force/SCXP presented a FARR Connectivity Plan status (attachment 26) which reiterated a "cold" cutover for UHF radios at most sites and "hot" cutover at four. This plan is scheduled to be modified again in Dec. 1996. The final plan will be completed when ARSR-4 contract mod (delivery) is finalized.

OPR:

1 AF/SCX

CLOSED

b. <u>Item. 78-8.d: TELCO Room Configuration Control.</u> The JRPG Communication Subgroup developed a standard TELCO room equipment configuration with design assistance from the 3845 EIG/EIC. The Communications Subgroup Cochairmen provided a briefing on the status of the standard TELCO room layout. At locations with non-standard TELCO rooms, i.e., size, location, etc., the configuration will be established as required. Briefing is at Attachment 22.

OPR:

FAA/AOP-400 ACC/SCYA

1845 EIG/EIC

OPEN

9. **SECURITY**.

a. <u>Item. 78-9.f: Security Safes for Non-Collocated ARSR-4 Sites</u>. The small Mosler safe has been approved as a security container for non-collocated ARSR-4 sites provided the safe is physically attached to the facility. 1 AF/SCL recommends this item be closed.

OPR:

1 AF/SCL

CLOSED

10. OPERATIONS.

a. <u>Item. 78-10.a, 77-10.a: West Coast SOCC Consolidation.</u> Western Air Defense Sector (WADS) became operational 1 Jan. 95. First Air Force/DOY recommends this item be closed.

OPR: 1 AF/DOY

CLOSED

b. <u>Item. 78-10.b</u>: <u>First AF Transition to Air National Guard</u>. First Air Force/DOY presented a briefing on the transfer of 1 AF from "Active Duty" to the Air National Guard. The point was stressed to the JRPG that the chain of command remains unchanged and that the end result will be transparent to the users, especially the FAA. Therefore, there will be no change in coordination for the USAF, FAA, and USN.

OPR: 1 AF/DOY

CLOSED

c. <u>Item. 78-10.b</u>: <u>NEADS - ANG Transition</u>. The NEADS presented a briefing on the transfer of the NEADS from "Active Duty" to the ANG. The NEADS is now an Air National Guard (ANG) unit. There should be no noticeable changes as to how they will conduct business. All active duty personnel are expected to be reassigned by October 1996.

OPR: NEADS

OPEN

e. <u>Item. 78-10.e: ARSR-4 Down Time Requirements Notification</u>. The SOCCs requested that as much advanced notice of down time requirements as possible, be provided during the installation implementation of the ARSR-4 tower, antenna, and radome. There is concern that the down time required is going to be greater than the estimates initially provided the US Air Force.

OPR: 1 AF/DOY

CLOSED

f. Item. 78-10.f: Electronics Installation (EI) Team Access to Joint Use Sites with Reduced Watch. There have been access problems for EI teams at joint use sites with reduced watch. The teams will continue providing advanced notice to the FAA. Request the site chief and the EI team chief agree to team access. If there is any problem with access and/or access times, request the site chief and team chief notify the 38 EIG/EIC and the FAA JRPG regional coordinator for resolution.

OPR:

FAA Regional Coordinators

1845 EIG/EIC

OPEN

g. <u>Item. 78-10.g: MT Kokee, HI</u>. FAA asked if MT Kokee HI would continue in operation and if so, would the USAF share funding for an ARSR-3 as a replacement radar. PACAF, COMNAVAIR, and HIPAFS agreed to investigate replacement of the radar at

MT Kokee, HI. The group determined there is an operational requirement for a radar at MT Kokee. Seen new item 6.d.(1).

OPR: ACC/XPP-JRPG

FAA ALM-404-JRPG

PACAF/DOCY

COMNAVAIRSYCOM/PMA-2132

HIPAFS

CLOSED

h. <u>Guantanamo Bay Cuba Radar</u>. FAA Southern Region formally requested the Guantanamo Bay Cuba ARSR-4 become a data tie site. The US Navy agreed to share the data. The FAA Southern Region will begin development of an MOA. JRPG cochairmen agreed to this configuration. Navy has verbally requested the FAA consider maintaining the ARSR-4 and will be formally making this request. See item under Joint use sites.

OPR: COMNAVAIR/2132

FAA/ASO-472

11. These minutes are directive upon the USAF after authentication and directive upon the FAA after signature of the FAA change order.

KENNETH H. KINGSMORE

DOD JRPG Cochairman

JØHN G. MAUCK

FAA JRPG Cochairman

AUTHENTICATION

MICHAEL D. CALLAGHAN, Col. USAF

Chief, Programs Division

Directorate of Plans and Programs

David B. Tuttle,

Program Director for NAS Operations

		·	

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LIST OF ATTENDEES

ATTACHMENT 1

JRPG CON (ENCE 09 - 11 JANUARY 1996 LIST OF ATTENDEES

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Çi<	Kenneth H	Kingsmore	ACC/XPP-JRPG	(804) 764-4392	574-4392	(804) 764-4366
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<u>Ş</u>	Joe	Allen	84 RADES/TOB	(801) 777-6366	777-6366	(801) 777-3268
LI Col	David R.	Bates	WADS/DOC	(206) 984-4395	984-4395	984-4804
<u>خ</u>	Michael J.	Bissonette	WADS/CE	(206) 984-4654	984-4654	984-4688
<u>Ś</u>	Peter	Bonacci	NEADS/LGS	(315) 334-6644	587-6644	587-6756
<u></u>		Сап	ANE-470	(617) 238-7474		(617) 238-7459
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<u>خ</u>	Donald	Conant	AOS-230	(405) 954-5152		(405) 954-8371
<u>ځ</u>	Richard A.		NEADS/SCLQJ	(315) 334-6143	587-6143	(315) 334-6151
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خ	Raymond	E C	AGL-510	(708) 294-7556		(708) 294-8101
SMSgt	Bruce		PACAF/SCMBF	(808) 449-1876	(315) 449-187	(808) 448-0511
<u>≥</u>	Charles	8	FAA/ANM-510	(208) 227-2510	N/A	(208) 227-1510
<u>≥</u>	ree		WADS-JRPG	(206) 984-4758	984-4758	984-4790
	Don	8	1AF/DOY	(904) 283-4934	523-4934	423-0803
AZ	Patricia		NISC-Great Lks	(708) 294-8418	(708) 294-841	(708) 294-8172
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ج	Joseph	ιg.	38 EIS/DRC	(405) 734-9326	884-9328	(405) 734-9553
- 1	ance	=	AAL-516	(907) 271-5883		(907) 271-2850
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5	Tector			(904) 283-3768	523-3768	(904) 283-0604
<u>≥</u>	Kathy	Hemandez	FAA/ASO-472	(404) 305-6614	N/A	(404) 305-6553

	First	e				
X 111 X	Name		18777711781			
Capt	Ted	Hindmarch	611 LSS/LGR	(907) 552-8113	(317) 552-811	(907) 552-8279
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<u>}</u>	Burt	Jones	HIP SMO	(808) 394-4000	(808) 394-400	(808) 394-4099
Š	Richard	Jorgensen	SM-ALCALHEP	(916) 643-3093	633-3093	(916) 643-6329
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ਣੇ	Jerome	Keeney	611 LSS/LGA	(907) 552-4212	(317) 552-421	(317) 552-9706
ਨੂੰ	Sampath	Krishnan	ADP-400	(202) 863-7325		(202) 863-7333
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<u>≥</u>	Fred	Morris	FAA/ASO-472	(404) 305-6607	Y/A	(404) 305-8553
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ਨੂੰ	811	Newman	AAL-470	(907) 271-5796		(907) 271-4810
<u>≥</u>	Stewart	Ohler	38EIG/EICR	(405) 734-9370	884-9370	884-9448
Maj	Norene	Olsen	PACAF/DOCY	(808) 449-4264	(315) 449-428	4
S.	Russell	Olufs	AAL-512/NISC	(907) 271-5884		(907) 271-2850
<u>></u>	Roger	Osgood	FAALO US Custo	(909) 656-8022		(909) 656-8070

09 - 11 JANUARY 1996 LIST OF ATTENDEES

JRPG COL

Page 3

(317) 552-8723 (405) 734-9448 (718) 995-5692 (804) 764-2538 (208) 227-1830 (808) 655-7288 310) 297-0182 315) 334-6242 404) 305-5523 510) 782-7042 (719) 554-5479 (619) 524-3495 801) 777-3268 (817) 222-5696 404) 305-6911 (612) 463-5637 (317) 552-9708 (801) 377-3958 (904) 283-541 (904) 283-060(617) 377-956 (218) 885-136 (904) 523-571 718) 995-565 909) 658-807 803) 747-105 804) 764-361 (315) 330-677 (404) 305-691 984-4643 523-0803 984-4688 149-8499 (317) 552-211 25 MIN 25 (317) 552-195 797-5481/82 523-5416 523-3455 984-4788 884-9311 523-2920 523-3786 797-5482 587-6778 478-7226 574-5340 984-4614 448-8043 947-6766 563-2030 597-3920 574-4439 524-2140 777-5119 833-1247 587-6177 587-6727 692-5481 ₹ Ž (907) 552-2113 904) 283-5416 (904) 283-3455 (617) 377-7228 (206) 227-2482 (904) 283-2920 817) 222-4722 (310) 725-3903 (904) 283-3786 404) 305-8905 206) 984-4788 804) 784-5340 (404) 305-6900 (909) 656-8050 405) 734-9311 (718) 553-4511 (208) 984-4614 (315) 334-6778 404) 305-5546 907) 552-1952 803) 974-4333 808) 448-8043 784-4439 524-2140 (801) 777-5119 (808) 739-7401 (218) 885-2267 (315) 334-6177 (612) 463-5623 (718) 553-4959 510) 786-5155 (601) 377-3920 (315) 330-6727 (719) 554-5481 (619) HIPSMO MT KAAL Organization NEVREP-WP/NW 84 RADES/TOAY FAAVANM-450TI Customs(DAICC) DAK-MIN SMO **GGASMO TSU** NORAD/J3WS 611 ACF/DOY PACAF/DOGZ NAVREPASO NE ADS/SCXL FAA/ASO-510 **738 EIS/EEEX NE ADS/DOC** MNDAK SMO **NE ADS/DOY** 811 LSS/LGA SEADS/SCX AFREP ASO 1 AF/LGMS 1 AF/DOYE ACC/SCYR WADSALGS 38 EIG/EIC ACC/SCYA NISE EAST **NISE West** AEA-452.1 **ESC/TNN** ASW-472 I AF/SCL WADS/II Petio Swartzendrub Schimelpfeni Vanechanos Thompson Thompson Primrose **Furechek** Whitbeck Simpson Radulski Riccono Silverio **Tennant** Normley Plunkett Riordan Williams Yarman Salinas Sjoberg Stewart Oswald Walker **Tucker** Parker Payne Stanek Wilson Pleus Sakai White Smith Smith Wuest Matthew K. Diane E. Kenneth George Robert Michael August Patrick Steve Stuart Susan Robert Steve Robert Steve Tracy Philip Henz Gary Rich John Pete Tony Dan Bob 9 9 Oan John Paul Sal 3 SMSgt ACCS MSgt 20 21 **MSgt** CDR MSgt LtCol MSgt Cap Cap 8 ⋛ <u></u> Хaj ⋛ <u>≥</u> ನೆ 충 ಕ್ಷ ≳ ಕ್ಷ ಕ್ಷ Maj <u>≥</u> ಕ್ಷ

(817) 222-4223

JALO CONFERENCE

09 - 11 JANUARY 1996 LIST OF ATTENDEES

DOD/FAA CURRENT ADDRESS LIST ATTACHMENT 2

. • 1/2/97

DOD/FAA CURRENT ADDRESS LIST USAF/NAVY/CUSTOMS

30.2 CHG 37 Attachment 79

MAIL

<u>MESSAGE</u>

SAF/AQPC

SAF WASH DC//AQPC//

1060 Air Force Pentagon

Washington, DC 20330-1060

HQ USAF WASH DC//XOOTI//

HQ USAF/XOOTI 1480 Air Force Pentagon

Washington, DC 20330-1480

HQ USAF/PEPJ HQ USAF WASH DC//PEPJ//

1070 Air Force Pentagon

Washington, DC 20330-1070

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HQ ACC/CER/CEP/CEV HQ ACC LANGLEY AFB VA//CER/CEP/

129 Andrews St, Ste 346

CEV// Langley AFB VA 23665-2769

HQ ACC/DOY HQ ACC LANGLEY AFB VA//DOY//

30 Elm Street, Ste 215

Langley AFB VA 23665-2093

HQ ACC/DRC HQ ACC LANGLEY AFB VA//DRC//

204 Dodd Blvd, Ste 226

Langley AFB VA 23665-2777

HO ACC/SCY HQ ACC LANGLEY AFB VA//SCY//

180 Benedict Ave, Ste 209 Langley AFB VA 23665-1993

NGB/XOPC NGB WASH DC//XOPC//

2500 Army Pentagon Washington DC 20310-500

ANGRC/SCMM ANGRC ANDREWS AFB MD//SCMM//

3500 Fetchet Ave Andrews AFB MD 20762-5157

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HQ AFC4A/SYX

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Scott AFB IL 62225-5219

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HQ AFC4A SCOTT AFB IL//SYX//

HQ ESC/TNF/TNN

51 Schilling Circle Bldg/302F

Hanscom AFB MA 01731-2120

HQ ESC HANSCOM AFB MA//TNF/TNN//

HQ PACAF/DOOZ/DOCY

25 E St. Ste I232

Hickam AFB HI 96853-5426

HQ PACAF HICKAM AFB HI//DOQZ/

DOCY//

HQ PACAF/SCMB/SCXP

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Hickam AFB HI 96853-5409

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SCXP//

10 ADS/CC/DO

1102 Wright Ave

Wheeler AAF HI 96854

10 ADS WHEELER AAF HI//CC/DO//

605 TS/TSH

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Eglin AFB FL 32542-6867

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HQ NORAD/J3WS/J5R

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Peterson AFB CO 80914-3260

HQ NORAD PETERSON AFB CO//

J3WS/J5R//

US SPACECOM/J6C

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Peterson AFB CO 80914-4730

USSPACECOM PETERSON AFB CO//

J6C//

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1 AF TYNDALL AFB FL//SCL/SCX/

LGMS//

1 AF/DOY

501 Illinois Ave, Ste 2

Tyndall AFB FL 32403-5548

1 AF TYNDALL AFB FL//DOY//

1AF/LGMS

425 Minnesota Ave Ste 3

Tyndall AFB FL 32403

1AF TYNDALL AFB FL//LGMS//

DOD/FAA CURRENT ADDRESS LIST <u>USAF/NAVY/CUSTOMS (CONTINUED)</u>

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Vandenberg AFB CA 93437-5233

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DOUN//

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Tyndall AFB FL 32403-5000

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DOY/SCL/LG/CE//

NE AD Sector/SC/DO/CE/DOC/DOY/

SCX/SCL/SCLQ/LGS

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W AD Sector/SCX/DOX/DOC/SCL/JRPG

SCLQ/CE/LGS

852 Lincoln Blvd

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38 EIS TINKER AFB OK//DRC//

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TOB//

DOD/FAA CURRENT ADDRESS LIST USAF/NAVY/CUSTOMS (CONTINUED)

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PMA 2132

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PMA 2132//

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National Aviation Center 5020 S. Meridian Ave.

Oklahoma City, OK 73119-5000

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169ACWS WHEELER AAF//MAI:

DOD/FAA CURRENT ADDRESS LIST

<u>MAIL</u>

MESSAGE

USCUSTOMS SERVICE

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P.O. BOX 6363

MARCH AFB CA 92518

USCS DAICC MARCH AFB CA//OPS//

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Nellis AFB nv 89191-6067

57 OSS NELLIS AFB NV//OSAM//

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AND-440/ASE-20

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ATR-110/ASE-300/ASI-200/AFZ-100/

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FAA Eastern Region

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FAA Great Lakes Region 2300 E. Devon Avenue

Des Plaines, IL 60018-5000

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AGL-459.3/459.13/AGL-512/AGL-458.1//

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FAA/Minneapolis ARTCC

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MN//ZMP-510//

FAA/ANE-471/ANE-511

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FAA NEW ENGLAND RGN BURLINGTON MA//

ANE-47162/ANE-511//

30.2 CHG 37 Attachment 79

DOD/FAA CURRENT ADDRESS LIST FAA (CONTINUED)

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FAA/ANM-462F

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WA//ANM-462F//

FAA/OAK-MIN SMO

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Farmington, MN 55024

FAA DAKOTA-MINNESOTA SMO//

FAA/ASO-472/ASO-910/ASO-930/

ASO-514/ASO-420

FAA Southern Region

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Atlanta, GA 30320

FAA SOUTHERN RGN ATLANTA GA// ASO-472/ASO-910/ASO-930/ASO-510/

ASO-420/ASO-452//

FAA/ASW-425/ASW-461/

ASW-510/ASW-702

FAA Southwest Region

Ft Worth, TX 76193-0425/-0461/-0510/-0702

FAA SOUTHWEST RGN FT WORTH TX// ASW-425/ASW-461/ASW-510/ASW-702//

FAA/AWP-473.9/AWP-455.31/AWP-510//

AWP-910 (AF Representative)

Western-Pacific Region

P.O. Box 92007

Worldway Postal Center

Los Angeles, CA 90009

FAA WESTERN PACIFIC RGN LOS ANGELES CA//AWP-473.9/AWP-455.31/AWP-510/AWP-910//

FAA Hawaii-Pacific AFS

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Honolulu, HI 96825-1277

FAA HAWAII-PACIFIC AFS HONOLULU HI//

HIP-AFS//

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Ste 580

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FAA WASH DC//ANS-100//

FAA/AOP-400

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Washington, DC 20024

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FAA/AAL-470/AAL-500

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FAA ALASKA RGN

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DOD/FAA CURRENT ADDRESS LIST FAA (CONTINUED)

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MESSAGE USCS DAICC MARCH AFB CA//OPS//

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		٠		
	-			
		*		

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Neil Johnson	AGL 458.1	(708) 294-7653
August Riccono	ASW 472	(817) 222-4722
Steve Riordan	ANM-450T1N	(206) 227-2482
Chuck Mullikin	AWP-473.9	(310) 725-7445
Howard Clevekand	AAL-472	(907) 271-5308
Burt Jones	HIP AFS	(808) 394-4002

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DOD JRPG COORDINATORS ATTACHMENT 4

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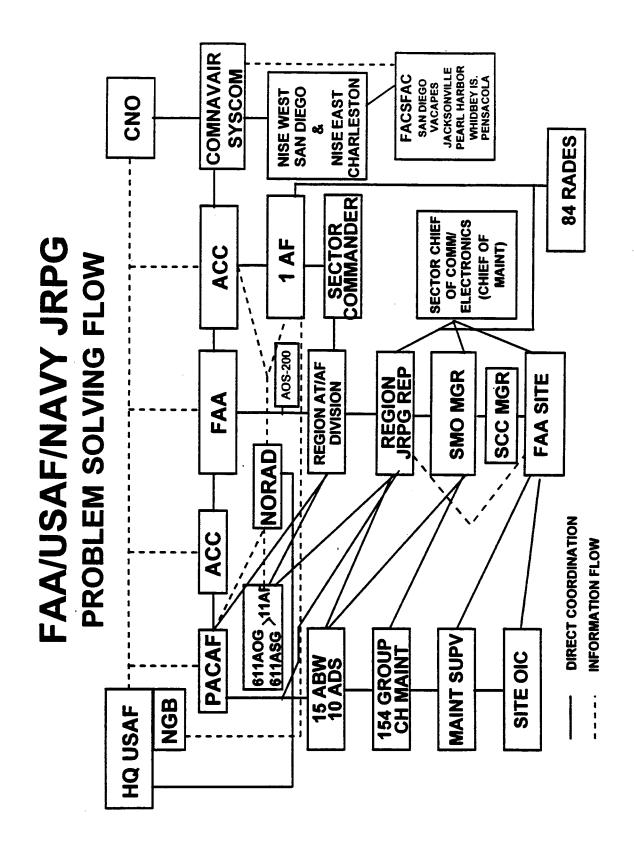
+

DOD JRPG COORDINATORS

<u>Name</u>	Organization	<u>Telephone</u>
Tom Shubert	NAVAIRSYSCOM (USN) (BOOZ-ALLEN)	(703) 412-7757
Richard (Dick) Constable	NEADS/SCLQX	(315) 334-6143 DSN 587-6143
Steve Whitbeck	NISE East Charleston (USN)	(803) 974-4333 DSN 563-2030
William Clemens	SEADS/SCLQ	(904) 283-5481 DSN 523-5481
Lee Eby	WADS/SCLQ	(206) 984-4758 DSN 984-4758
Capt William Oswald	ANR/DOY (Alaska)	(907) 552-2113 DSN 317 552-2113
Matthew Wuest	NISE West San Diego (USN)	(619) 524-2140 DSN 524-2140
Capt Sean Mercadante	HQ PACAF/DOQZ	(808) 448-8043 DSN 315-448-8043

COORDINATION/PROBLEM SOLVING ATTACHMENT 5

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JRPG BACKGROUND BRIEFING ATTACHMENT 6

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JOINT RADAR PLANNING GROUP

(DOD/FAA)

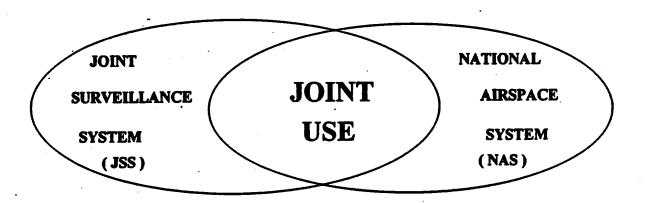
JOINT RADAR PLANNING GROUP (JRPG)

- OBJECTIVE PROVIDES FORMALIZED PLANNING FOR JOINT USE OF LONG RANGE RADAR FACILITIES
 - FAA PROVIDES

 CIVIL AIR TRAFFIC CONTROI
 - DOD PROVIDES

PEACETIME - SURVEILLANCE AND AIR SOVEREIGNTY WARTIME - LIMITED AIR DEFENSE

Appendix 79 SYSTEM INTERFACE



JOINT RADAR PLANNING GROUP (JRPG)

- PROVIDES FORMALIZED PLANNING FOR JUINT **USE OF LONG RANGE RADAR FACILITIES**
- TWO CHAIRPERSONS
 - DOD COCHAIRMAN KEN KINGSMORE ACC / XPP-JRPG
 - FAA COCHAIRMAN GIL MAUCK FAA / ALM-400E

ALM404

EXECUTIVE AGENTS

DOD DOT
 USAF FAA
 ACC
 XPP ALM-400

XPP-JRPG

JOINT RADAR PLANNING GROUP PARTICIPANTS

- DOD HQ USAF, NGB, ACC, NORAD, ANG, ESC, PACAF, NAVY, SPACECOM, AFC4A, ANR, SM-ALC, 1 AF, NISE EAST & WEST, US CUSTOMS, HIANG, 3 AIR DEFENSE SECTORS & USN FACSFAC
- FAA HQ FAA, FAA REGIONS (NEW ENGLAND, EASTERN, SOUTHERN, SOUTHWEST, WESTERN-PACIFIC, NW MOUNTAIN, GREAT LAKES & ALASKAN), FAA DEPOT, FAA TECH CENTER, FAA AERONAUTICAL CENTER

AUTHORITY & MEMBERSHIP

AUTHORITY

EXECUTIVE ORDER
"CIVIL AIR POLICY" 26 MAY 54

MEMBERSHIP

DOT

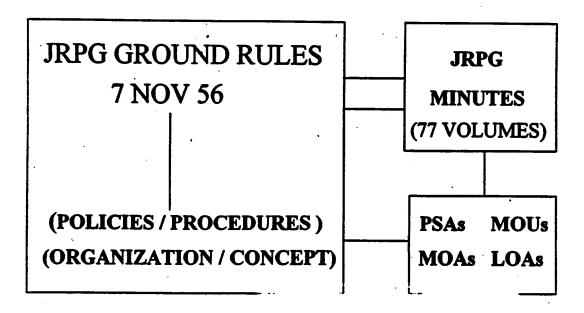
DOD USAF

USN

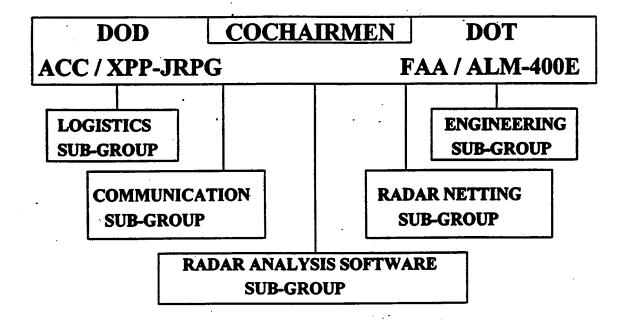
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OTHER USERS
US CUSTOMS

JRPG "CORE"



JRPG ORGANIZATION AND STRUCTURE



JOINT SURVEILLANCE SYSTEM

- PROGRAM OBJECTIVE
 - PEACETIME SURVEILLANCE AND AIR SOVEREIGNTY
 - WARTIME LIMITED AIR DEFENSE

• CONSISTS OF CONTUS ALASKA PACAF TOT

- OPS CONTROL CIR	3	1	- 1	3
- SYSTEM SPT ELEMENT	1			1
- RADAR SITES	43	22	3	68

JOINT USE RADAR SITES (CONTIGUOUS US)

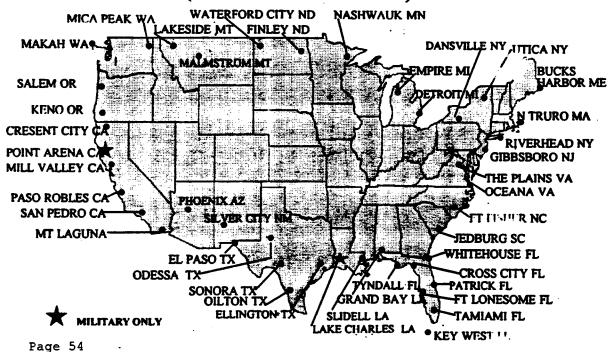
41 JOINT USE SITES

- FAA FACILITIES / FAA MAINTAINS ALL EQUIPMENT
- DATA SHARED BY USAF / FAA / NAVY / USCS
- ACC PAYS FOR MAINTENANCE OF USAF EQUIPMENT AT 34 SITES (\$7M/YR)

NOTE: TWO MILITARY ONLY SITES
POINT ARENA CA

LAKE CHARLES LA

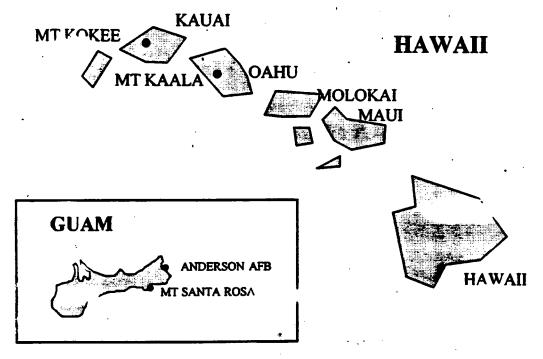
JOINT USE RADAR SITES (CONTIGUOUS US)



PACAF JOINT USE RADAR SITES

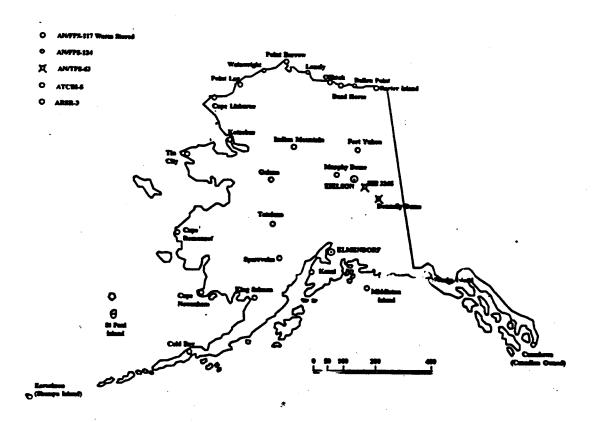
- 3 JOINT USE SITES
 - DATA SHARED BY USAF / FAA / USN
 - 1 ANG FACILITY / ANG & FAA MAINTAIN (MT KAALA)
 - 1 ANG FACILITY / ANG MAINTAINS (MT KOKEE)
 - 1 PACAF FACILITY / FAA & PACAF MAINTAIN (MT SANTA ROSA)

PACAF JOINT USE RADAR SITES



(PACAF) ALASKA JOINT USE SITE

- 22 JOINT USE SITES
 - 15 USAF LRRs (AN/FPS-117)
 - 1 ARSR-3 (FAA OWNED)
 - 3 ATCBI-5 (FAA OWNED)
 - USAF SITES MAINTAINED BY CONTRACTOR



AIR SOVERIGNTY BRIEFING ATTACHMENT 7

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WORLD'S BEST AIR DEFENDERS GUARDING AMERICA'S SKIES

SMSgt Bob Silverio 1AF DOY







1AF MISSION

- AIR DEFENSE
- AIR SOVEREIGNTY







TODAY'S THREAT TO U.S.

- SMALL, LOW-LEVEL, EVASIVE AIRCRAFT
 - ALCM/SLCM
 - DRUG SMUGGLERS
- NON-SQUAWK, PRIMARY RADAR TARGETS

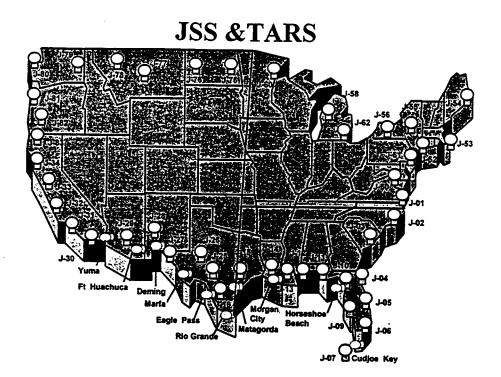






1AF SENSOR SYSTEMS

- **■** JSS
- **■** TARS
- **■**OTH RADARS





Page 3







NORAD COMMAND AND CONTROL

- SECTOR OPERATIONS CONTROL CENTERS (SOCC)
- CONUS NORAD REGION (CONR)
- AIR DEFENSE OPERATIONS CENTER (ADOC)



Page 4







JSS IS BACKBONE OF AIR DEFENSE SYSTEM

- PROVIDES COMPREHENSIVE RADAR AND COMM NET
- UNIQUE MISSION DICTATES REQUIREMENTS







COMMAND AND CONTROL FUNCTIONS

- DETECTION AND TRACKING
- **■** *IDENTIFICATION*
- INTERCEPTION/AIRBORNE OPERATIONS







AF COMM REQUIREMENTS

- **■** RADIO PRE-AMPS
- HQ II
- **■** UHF ENCRYPTION
- **■VHF**







SUMMARY

- **■** DEFENSE OF HOMELAND
- ■BUDGET CONSTRAINTS FOR ALL GOVERNMENT AGENCIES
- ■BOTH FAA AND DOD MISSIONS MUST BE ACCOMPLISHED
- ■TECHNOLOGICAL ADVANCES
 PROVIDE TOOLS TO ALLOW
 BUDGET CUTS







CONCLUSION

- JSS CREATED FOR EFFECTIVE USE OF NATIONAL ASSETS
- JRPG HAS BEEN SUCCESSFUL
- ■JSS MUST REMAIN VITAL LINK IN AIR DEFENSE SHIELD

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FAA REALIGNMENT BRIEFING ATTACHMENT 8

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			,

STATUS of AIRWAY FACILITIES NATIONAL REALIGNMENT

Presented to: DoD/FAA Joint Radar Group Presented by: Ed Noulin



January 1996



OVERVIEW

- Presentation Objective
- Why Is AF Realigning?
- Realignment Guidelines and Milestones
- 1998 Regional Office and Field Organization
- AF Realignment Summary
- Current Status and FY-96 Goals
- AF of the Future

PRESENTATION OBJECTIVE

 To Provide Overview and Status of Airway Facilities' National Realignment

3

WHY IS AF REALIGNING?

- Strategic Planning
- Advanced Technology
- Federal Budget Pressures
- Future Operations Concept
- National Performance Review (NPR)
- Government Performance and Results Act of 1993 (GPRA)

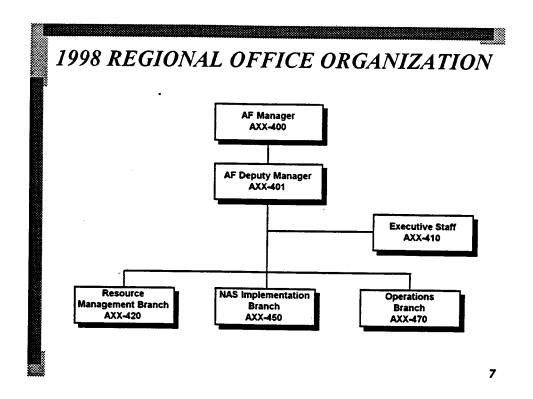
REALIGNMENT GUIDELINES

- Organizational Changes to Accommodate 10% Reduction in Ops, F&E Appropriations by FY-99
- Seek Opportunities to Continuously Improve Service to Customers in Most Efficient Manner
- Reduction to 3 Levels of Organization in each Region
 - Regional Office, System Management Office (SMO), System Support Center (SSC)
- SMO Configuration Based on Average Minimum of 200 Positions
- Minimum Average Employee-to-Supervisor Ratio
 - **10:1 9/95**
 - **◆** 15:1 9/98
 - ◆ 1 Supervisor per SSC
- Maintain Technical Field Work Force

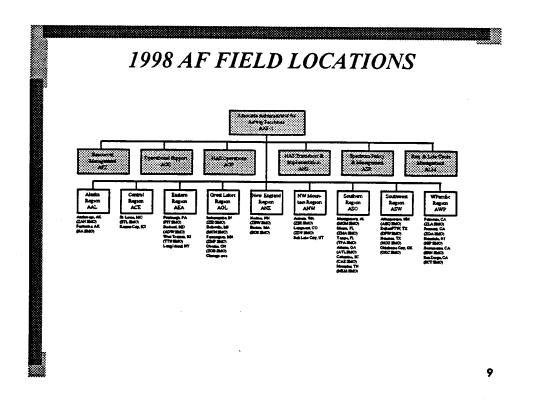
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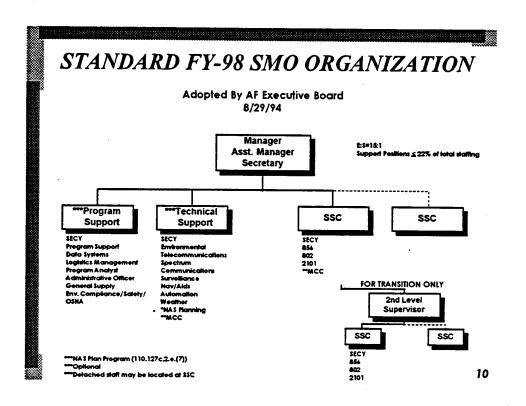
REALIGNMENT MILESTONES

	1	
•	FAA Administrator Approved Plan	8/24/94
•	Congressional and Employee Notification	10/94
•	Implementation Began (Aspects Not Impacting Bargaining Unit)	10/20/94
•	Interest Negotiations w/Union Completed at National Level	12/94
•	First Regional Office Realignment Completed (ASO)	5/95
•	First System Management Office	•
	Consolidation Completed (ACE)	6/95
•	Interest Negotiations w/Union Completed at Regional Level	6/95
•	All Regional Office and SMO consolidations comple	ted
	(exceptions:Anchorage, AK and Covington, KY)	10/95

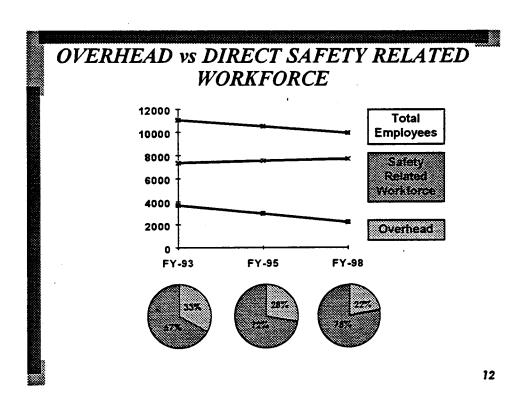


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Executive Staff	Resource Management Branch	NAS Implementation	Operations Branch
AXX-410	AXX-420	Branch AXX-450	AXX-470
Employee Involvement /LMR 1/	Financial Management	Facility Design	Operational Engineering
Administrative Program Mgmt. 1/	Training Management	Civil/Mech./Elect. Eng.	Hazmat
Mgmt /Program/Self Evaluation	Staffing Management	Electronic Eng.	Safety
	Project Management	Construction	TM&O Operations
	Marketing & Int'l Mgmt.	Installation	Technical Inspection
	Regional Associate Prgm. Mgrs. 2/	Regional Associate Prgm. Mgrs. 3/	Non-Fed
	F&E Requirements 2/	F&E Requirements 3/	Frequency Management
	Operational Planning	F&E Special Projects 1/	JRPG
	Strategic Planning ADP Mgmt.	Telecom. Installation	





AF REALIGNMENT SUMMARY (based on August 1994 approved plan)				
	EOFY-93	EOFY-95	EOFY-98	
• Regional Office (RO) Staff	4	1	1	
RO Branches	4	3	3	
Sectors/SMOs	77	56	33	
Average Size	110	145	236	
• Field Office-Unit/SSCs	716	491	313	
AF Presence	502	492	482	
Total Employees	11067	10545	9970	
#Supervisors	1738	939	603	
#Non-Supervisors	9329	9806	9367	
• E:S Ratio	5:1	10:1	15:1	
• SESs, GS14, GS15	1042	845	688	11



CURRENT STATUS

- No RIF as a result of realignment
- All AF personnel receive an in-grade job offer
- Needs of agency as well as employee considered in decision-making
- PCS moves kept to minimum
- All reassignments/transfers in accordance with existing regulations
- Diversity Accomplishments Maintained or Increased
- Planned System Management Office locations maintained

13

FY-96 GOALS

- Consolidation of 1 Additional SMO South Alaska
- System Support Center Consolidations to Approx. 450 (716 in FY-93)
- SESs, GS14s, GS15s Reduced From 1062 to Under 900

AF OF THE FUTURE

- Operate More Efficiently
- Reduce Operating Costs
- Keep Pace with Rapid Advances in Technology
- Adapt to Constantly Shifting Needs of Our Customers
- Involve/Empower Work Force
- Preserve/Increase Diversity in AF
- Serve as Role Model for FAA

SECTOIVSYSTEM MASAGEMENT OFFICE (SMO) COSSOLIDATIONS

AS OF October 1995

REGION	SECTORS	SMOs	DATE
AAL	Anchorage, AK & ZAN	South Alaska_(pensing completion))	tbd
(Alaskan)	Fairbanks, AK	North Alaska SMO	7/10/95
ACE	Grand Island, NE: Wichita, KS & ZKC	Great Plains SMO	6/25/95
(Central)	St. Louis, MO & Des Moines, IA	Gateway SMO	6/25/95
AEA	Ronkonkoma, NY & Garden City, NY	Liberty SMO	9/17/95
(Eastern)	Pittsburgh, PA & Charleston, WV	Pittsburgh SMO	9/30/95
	West Trenton, NJ: Harrisburg, PA & Syracuse, NY	Trenton SMO	9/30/95
	Suitland, MD: Norfolk, VA & ZDC	Chesapeake SMO	9/30/95
AGL	Chicago, IL & ZAU	Chicago SMO	7/17/95
(Great	Indianapolis. IN: Springfield, IL & ZID	Crossroads SMO	9/01/95
Lakes)	Belleville, MI: & Green Bay, WI	Superior SMO	9/30/95
	Minneapolis, MN; Bismarck, ND & ZMP Cleveland, OH & ZOB	Dakota/Minnesota SMO	9/30/95
	Cleveland, OH & ZOB	Ohio SMO	9/30/95
ANE	Boston, MA: & Windsor Locks, CT	Southern New England SMO	7/09/95
(New England)	Bangor, NE & ZBW	Tri-State SMO	7/09/95
ANM	Denver. CO & Longmont, CO	Rocky Mountain SMO	8/06/95
(Northwest	Salt Lake City, UT: Billings, MT & ZLC	Salt Lake City SMO	9/17/95
Mountain)	Seattle, WA; Portland, OR & ZSE	Pacific Northwest SMO	9/17/95
ASO	Montgomery, AL	Montgomery SMO	9/15/95
(Southern)	San Juan, PR: Miami, FL & ZMA	Miami SMO	9/15/95
	Tampa, FL: Jacksonville, FL & ZIX	Tampa SMO	9/30/95
	Atlanta, GA & ZTL	Atlanta SMO	9/30/95
	Memphis. TN & ZME	Memphis SMO	9/30/95
	Columbia, SC & Raleigh Durham, NC Covington, KY	Columbia SMO	9/15/95
	Covingion, KY	Covington, KY (AFS)	n/a
ASW	Albuquerque, NM: El Paso, TX & ZAB	Rio Grande SMO	8/06/95
(Southwest)	Dallas/Ft. Worth, TX & ZFW	Lonestar SMO	8/13/95
	Little Rock, AR & Bethany, OK	Red River SMO	8/06/95
	Houston, TX: San Antonio, TX: St. Rose, LA. Austin, TX & ZHU	Gulf Coast SMO	8/07/95
AWP	Los Angeles, CA & ZLA		
(Western-	San Diego, CA: Phoenix, AZ & SCT	Los Angeles Basin SMO	9/17/95
Pacific)	Hayward, CA; & ZOA	Southern Cal./Arizona SMO	9/17/95
	Honolulu, HI	Oakland SMO Hawaii-Pacific SMO	9/17/95 9/17/95
	Sacramento, CA	Sierra Nevada SMO	9/17/95

File SMO_LSTB DOC

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REVIEW OF LAST YEARS JTIS ATTACHMENT 9

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JOINT TECHNICAL INSPECTION (JTI) PROGRAM

MSgt Rich Primrose 1 AF/SCL November 1995



OVERVIEW



- ✓ JOINT TECHNICAL INSPECTION (JTI) PROGRAM
- ✓ KEY PARAMETERS
- ✓ SITE BY SITE INSPECTION RESULTS
- **✓ JTI INSPECTION CONCERNS**
- **✓ JTI TASK FORCE**
- ✓ JTI ASSESSMENTS



JOINT TECHNICAL INSPECTION PROGRAM



- ✓ Quality Assurance inspections of the JSS Radar sites
- ✓ Performed by FAA region inspectors and the Air Defense sector SCL Quality Assurance
- ✓ Inspections governed by FAA order 6040.6D
- ✓ Reports are "snapshots"



JTIs Presented at JRPG 78



NĖADS

J-50 The Plains, VA J-54 Bucks Harbor, ME J-58 Empire, MI J-62 Canton, MI

SEADS

J-07 Key West, FL J-10 Cross City, FL J-12 Citronelle, FL J-15 Ellington, TX

SWADS

J-16 Oilton, TX J-25 Sonora, TX J-27 El Paso, TX

WADS

J-80 Makah, WA J-81 Salem, OR



JTIs PRESENTED THIS YEAR



NEADS J-55 Remsen, NY J-56 Dansville, NY WADS J-26 Odessa, TX J-83 Crescent City, CA

SEADS J-09 Ft Lonesome, FL J-13 Slidell, LA



KEY PERFORMANCE PARAMETERS



Per FAA Order 6000.15B, appendix 1, "KEY PERFORMANCE PARAMETER is a selected parameter of the system, subsystem, or equipment, which is a critical indicator of whether or not it is performing its intended function."



NEAD Sector-FAA Eastern Region



J-55 Remsen, NY (Utica)

Sep 94

	KEY	NON-KEY
AN/FPS-20G	63/0	0/0
ATCBI-5	48/ 0	4/ 0
AN/FYQ-47	9/0	21/0
GAG	118/3	0/0



NEAD Sector-FAA Eastern Region



J-56 Dansville, NY (Data-tie)

Oct 94

	<u>KEY</u>	NON-KEY
ARSR-1E	26/0	0/0
ATCBI-5	44/ 1	0/0
AN/FYQ-47	12/0	0/0



SEAD Sector-FAA Southern Region



J-09 Fort Lonesome, FL

Mar 95

	<u>KEY</u>	NON-KEY
ARSR-3	20/1	0/0
ATCBI-5	30/1	0/0
FA-9290	18/0	0/0
GAG	147/3	0/0
AN/GPA-124	24/3	17/0



SEAD Sector-FAA Southwest Region



J-13 Slidell, LA

June 95

	<u>KEY</u>	NON-KEY
ARSR-1	26/0	0/0
ATCBI-5	60/1	0/0
AN/FYQ-47	12/0	30/0
GAG	73/ 0	0/0
AN/GPA-124	23/1	1/0



SWAD Sector-FAA Southwest Region (WADS)



J-26 Odessa, TX

Sept 94

	<u>KEY</u>	NON-KEY
ARSR-1E	24/1	8/0
ATCBI-5	52/1	6/0
AN/FYQ-47	35/0	0/0
GAG	82/8	0/0
AN/GPA-124	12/0	8/0



WAD Sector-FAA Western Pacific Region



J-83 Crescent City, CA

July 94

	<u>KEY</u>	NON-KEY
AN/FPS-66A	10/2	0/0
ATCBI-5	7/3	0/0
AN/FYQ-47	28/0	0/0
GAG	<i>7/</i> 0	0/0
AN/GPA-124	12/0	0/0



JOINT TECHNICAL INSPECTIONS CONCERNS



- ✓ FAA needs to standardize Key Parameters on their equipment
 - Air Force completed Radio Key parameters last year
- ✓ JTI reports not being sent to USAF on time
 - JTI reports are not standard by FAA Region



FY-95 JTIs Not Briefed



Site	Region	Date performed
J-52 Riverhead, NY	Eastern	June 95
J-79 Mica Peak, WA	Northwest Mt.	June 95



JTI Task Force



Purpose and scope:

- Review proposed changes in the FAA technical inspection program as it transitions to the National Airspace Technical Evaluation Program (NASTEP)
- Identify procedures or areas of agreement for conducting JTIs within the NASTEP.



JTI Task Force continued



- Two meetings held at Tyndall AFB, FL in 1995
 - Defined purpose and scope of Task Force
 - Discussed problems
 - timeliness of reporting
 - non standard reporting
 - others
 - Finalized the draft of FAA Order 6040.6E Appendix 2.
 - Agreed to include flowchart of the procedures



JTI Task Force continued



The JTI Task Force made a consensus on the following:

- ✓ Electronic signature for final reports is acceptable
- ✓ JTI reports may be included in the NASTEP software
- ✓ USAF wants all key performance parameters checked
- ✓ FAA will send JTI reports to USAF within 60 days
- ✓ Corrected During Inspections (CDI's) will be documented



JOINT TECHNICAL INSPECTIONS ASSESSMENTS



Assessments are very good overall

- Radars, Beacon systems, common digitizers, and Mode IV processors.
- Radio maintenance
- ◆ Maintenance support



SUMMARY



- ✓ JOINT TECHNICAL INSPECTION (JTI) PROGRAM
- **✓ KEY PARAMETERS**
- ✓ SITE BY SITE INSPECTION RESULTS
- **✓ JTI INSPECTION CONCERNS**
- ✓ JTI TASK FORCE
- **✓ JTI ASSESSMENTS**



JOINT TECHNICAL INSPECTION PROGRAM



QUESTIONS?

FY 95 RADAR EVALUATION AND JSS INVOLVEMENT BRIEFING

ATTACHMENT 10

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RADES

JSS Involvement & <u>ARSR-4 Status</u> RADES Perspective FY 95

Briefers: John Yarman & John Jett



Overview

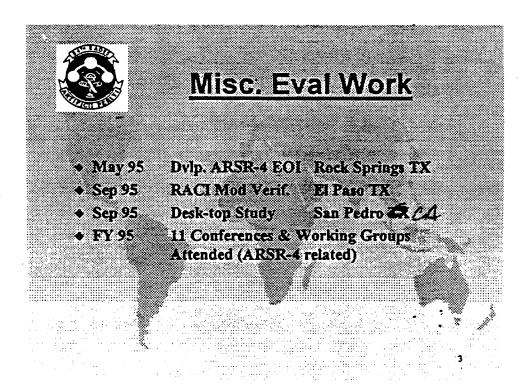
- Misc. Eval Work
- ARSR-3 3LW/RMM
- ARSR-4 Work Accomplished
 - Training

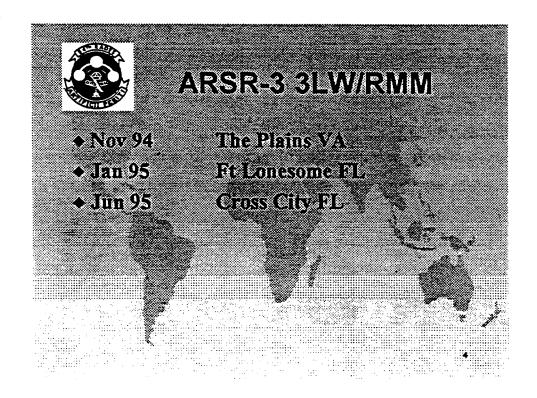
- Site Surveys

- Phase IVs

- Baselines

- ◆ ARSR-4 Issues
- Staffing Constraints
- Baseline Scheduling

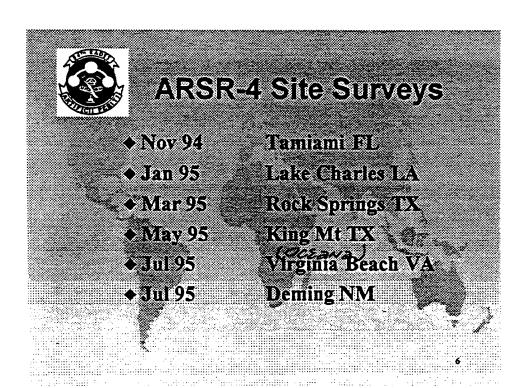


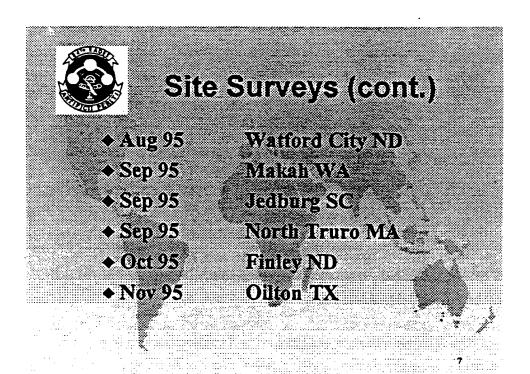


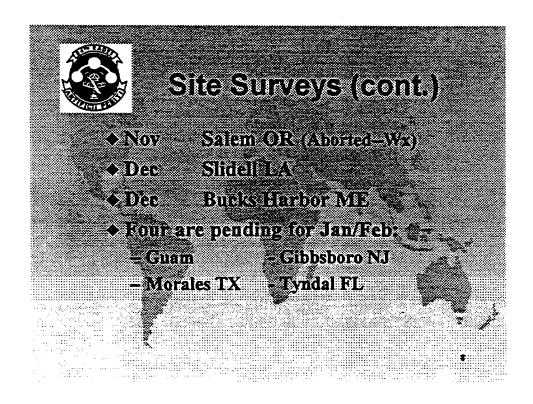


ARSR-4 Training

- · Two formal training slots attended at OKC
- Developed and conducted in-house ARSR-4 trng (focused on hardware and baseline evaluation) - 40 squadron technicians frained
- RADES conducted integration training at three SOCCs (RADES OLs and SOCC POCs)
- ◆ An additional ARSR-4 training class will be conducted in-house 26 29 Mar 96 (20 slots, including RADES & guests)

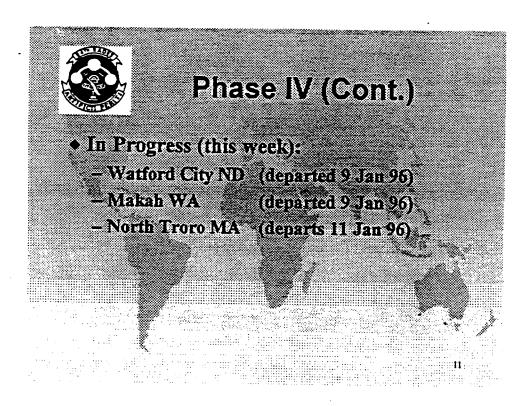


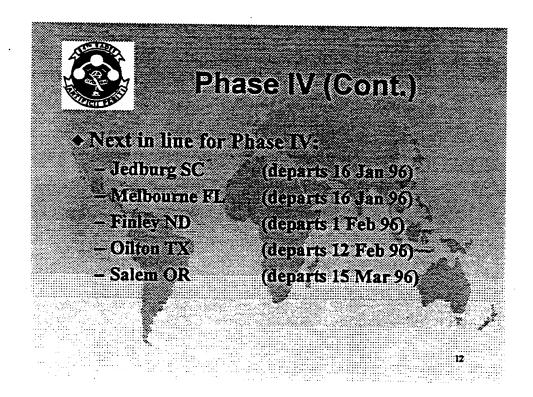














ARSR-4 Baselines Completed:

May 95

Tamiami FL

Jul 95

Mt Laguna CA

• Nov 95

Empire MI

◆ Dec 95

Lake Charles ***

◆ Next in line for baseline:

- ????? (An issue we'll discuss shortly)

13



84 RADES' Perspective

- Joint Optimization Sensitivity vs. Clutter Rejection Trade-offs
- Ensure <u>FAA</u> & <u>AF</u> Interests Are Met –
 Critical Coverage Areas are postured to
 be as sensitive as possible
- ◆ Parameters-of-Concern Examples:
 - Tilt 2nd Function Processing Geocensoring



ARSR-4 Baseline Evaluation Objectives:

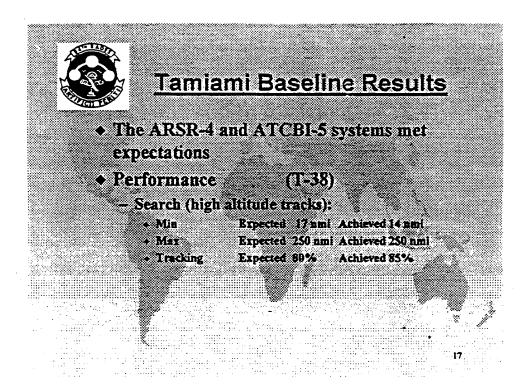
- Determine airspace coverage capabilities
- Ensure proper equipment operation
- Jointly determined optimum equipment configuration
- Assess operational performance (dedicated flights, and random traffic analysis)

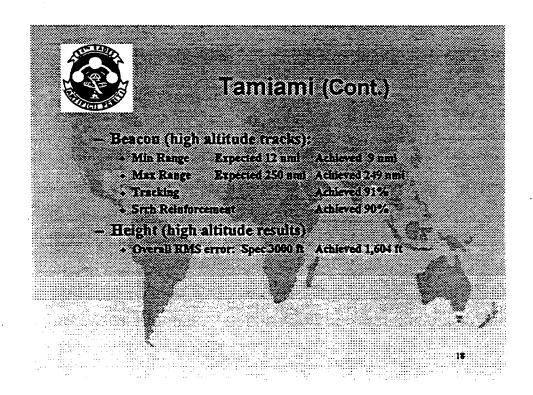
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New Report Format

- User friendly
 - "Lesson Plans", removed
 - -Clear terminology
 - Reduced redundancy
- Targets the OPS community [↑]
- Two column format; white space; color
- ◆ Layered Report
- ◆ Distributed with customer surveys

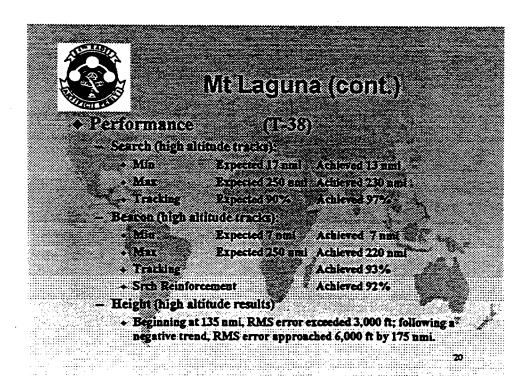






Mt Laguna Baseline Results

- The ARSR-4 and ATCBI-5 systems met expectations, once consideration was given to overall test conditions (with the exception of height performance)
 - Persistent, rapidly changing superrefractive weather conditions
 - Partial beacon antenna shielding at outer ranges
 - Geocensoring employed over the LA Basin, San Diego, and El Centro areas.



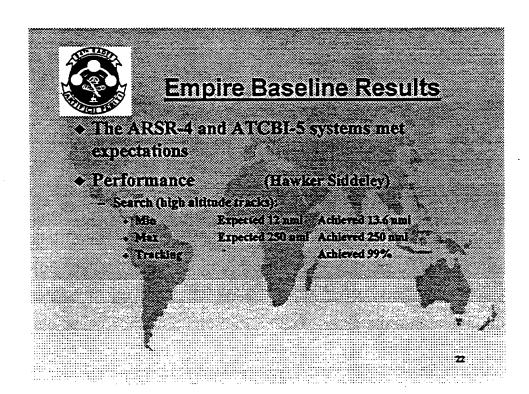


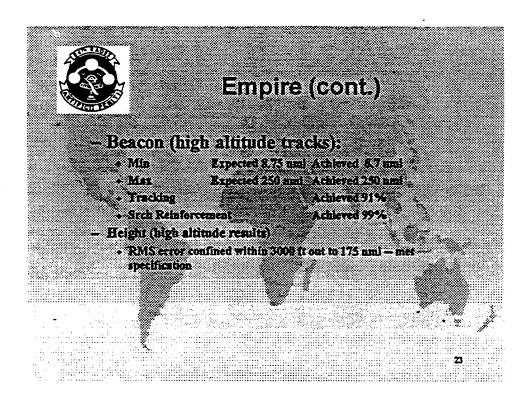
Mt Laguna (cont.)

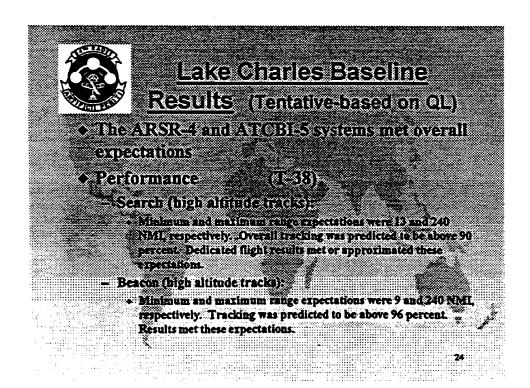
Possible hardware fault (Wx station)

- Based on comparison to manual computations, the ARSR-4 weather station data appeared to produce erroneous; elevated dew-point values
- These errors may have contributed approx.
 2000 ft RMS error at 175 nmi.
- A Review of Item Discrepancy (RID) was forwarded to AOS-230

:2









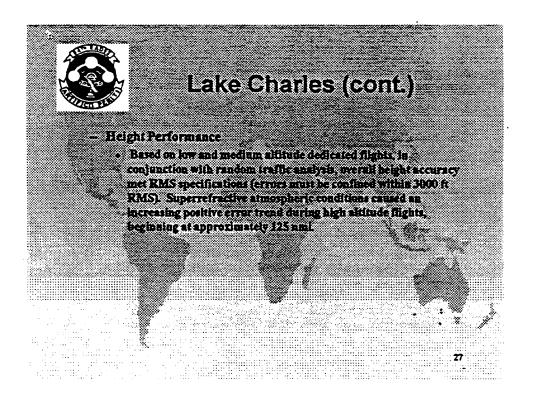
Lake Charles (cont.)

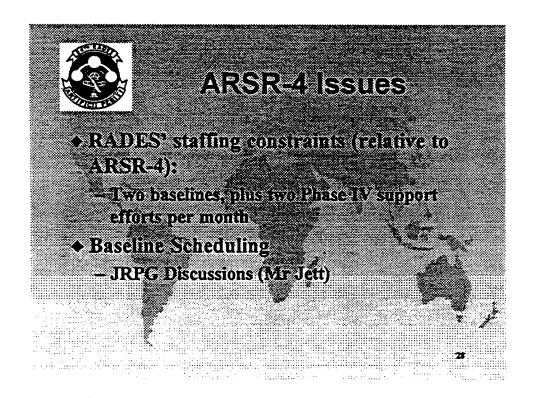
- Search (medium altitude tracks);
 - Minimum and maximum range expectations were 5 and 160 ami, respectively. Tracking was predicted to be above 96 percent. Dedicated flights flown along the 173 degree azimuth approximated these expectations. Note: Search tracking along the 180-degree azimuth fell below expectations, averaging 64 percent tracking continuity. On this azimuth, the aircraft transitioned through slow moving clutter, which resulted in raised target threshold constraints. We are studying what happened here; depending on what we find, we may request special purpose routes at our next baseline to further test potential problem areas.



Lake Charles (cont.)

- Beacon (medium aintude tracks):
 - Minimum and maximum range expertations were 5 and 160 ami, respectively. Tracking was predicted to be above 97 percent.
 Dedicated flights mer expectations.
- Low altitude search and beacon performance met expectations.
- Mode 4 interrogation and friend level processing functioned properly, based on random traffic analysis.







Tentative, initial cut at an ARSR-4 joint baseline schedule, based on the following rationale:

- The priority of individual radar sites has already been approved by the JRPG participants (installation schedule).
- The following baseline evaluation schedule is based on
 - JRPG priority
 - 84 RADES limitation of two evaluations per month.
- Our expectation is to leave this IRPG meeting with basic USAF/FAA consensus on a viable baseline schedule
- Recommend side meeting of key players to work baseline schedule



Proposed schedule (cont.)

- Makah WA
 - Rocksprings TX
 - King Mountain TX
- Nashwauk MN
- - Deming NM
- **★ Cross City FL**

- 03/15/96-04/15/96
- 03/15/96 04/15/96
- 04/15/96 = 05/15/96
- **G**4/15/96 05/15/96
- 05/15/96 06/15/96
- 05/15/96 06/15/96
- 06/15/96 07/15/96



Proposed schedule (cont.)

- Watford City ND
- Jedburg SC
- North-Truro MA
- Melbourne FL
- Finley ND
- Oilton TX
- ◆ Salem OR

06/15/96 -- 07/15/96

07/15/96 - 08/15/96

07/15/96 - 08/15/96

08/15/96 - 09/15/96

08/15/96 - 09/15/96.

D9/15/96 - 10/15/96

09/15/96 - 10/15/96



Proposed schedule (cont.)

- Bucks Harbor ME
- Slidell LA
- Globsbere NJ
- Tyndall FL
- Morales TX
- ◆ Mt Santa Rosa Guam
- ◆ Rainbow Ridge CA

- 10/15/96 11/15/96
- 0045/96-01/15/96
- 11/15/96 = 12/15/96
- TU15/97 -- 12/15/96
- 01/05/96 02/05/97
- *3*
- **Ó1/05/97 02/05/97**
- 02/05/97 03/05/97

32



Proposed schedule (cont.)

*Caribou ME

• Fort Greene FL

Eagle Peak TX

• Bootlegger Ridge MT

◆ Mica Peak WA

Paso Robles CA

Mill Valley CA

02/05/97 -- 03/05/97

03/05/97 - 04/05/97

03/05/97 - 04/05/97

04/05/97 - 05/05/97

04/05/97 - 05/05/97

05/05/97 - 06/05/97

05/05/97 - 06/05/97

33



Proposed schedule (cont.)

Reverteed NY

Fort Fisher NC

• Lakeside MT

**San Clemente CA

Key West FL

Whitehouse FL

Utica NY

06/05/97 - 07/05/97

06/05/97 -- 07/05/97

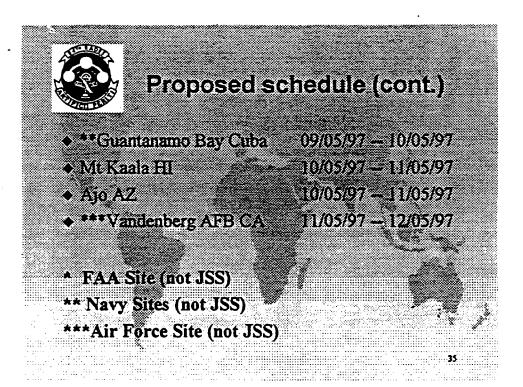
07/05/97 - 08/05/97

07/05/97 - 08/05/97

08/05/97 - 09/05/97

D8/05/97 - 09/05/97

09/05/97 - 10/05/97



RADAR PERFORMANCE TRENDS BRIEIFING ATTACHMENT 11

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Periodic Radar Evaluation Program (PREP)

Radar Trend Analysis Brief/Update

BRIEFER: JOE ALLEN

NOV 95



RADAR TREND ANALYSIS

OVERVIEW

- Answer Questions: What, Why, How of Radar Trend Analysis
- Radar Data Sampling Technique
- Radar Data Sample Results
- Performance Measurements



RADAR TREND ANALYSIS

What is Radar Trend Analysis?

The comparison of present radar performance to past performance



RADAR TREND ANALYSIS

Why Is It Used?

- Appraise Air Force operations of radar degradation which may affect the accomplishment of their mission.
- Seek Alternative Radar Coverage Solutions



RADAR TREND ANALYSIS

How Is Trend Analysis Accomplished?

- Sampling Radar Data (daily)
- Print, Plot, Graph Results
- Look For Trends



RADAR TREND ANALYSIS

Radar Data Sample

- Record Radar Data (PC computer)
- Execute Qars on Recorded Data File
- Store Results Into database



RADAR TREND **ANALYSIS**

Radar Sample Results

- NEAR TERM
 - Daily PerformanceRepair Actions
- LONG TERM
 - -- Time and Season Variations
 - -- Performance Prediction
- Radar Systems Association

 - Like System Comparisons
 Identify Long Standing Performance Problems



RADAR **PERFORMANCE**

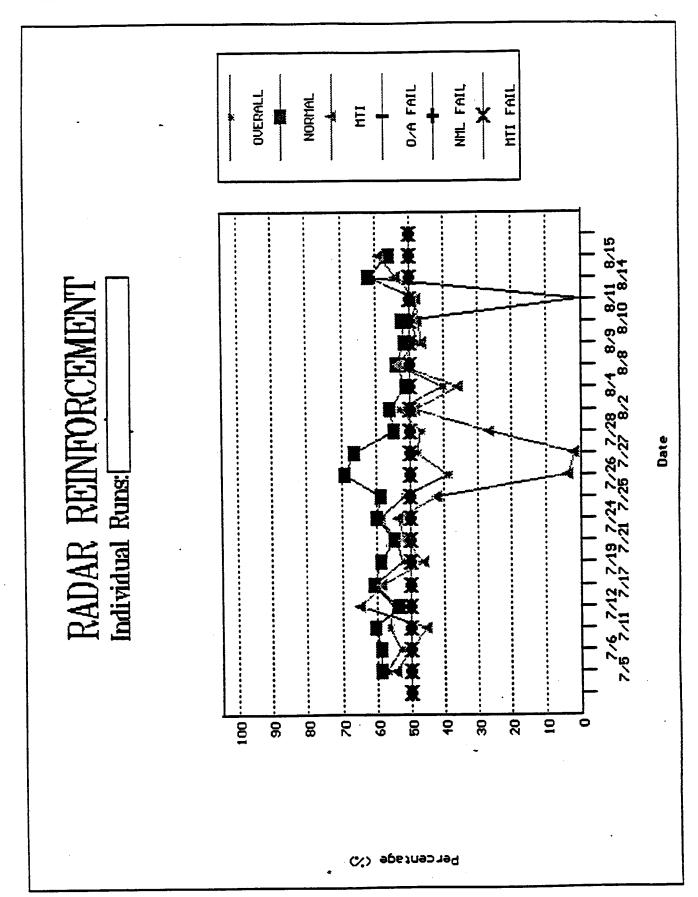
Performance Measurement

- Sensitivity
- Timing/Alignment

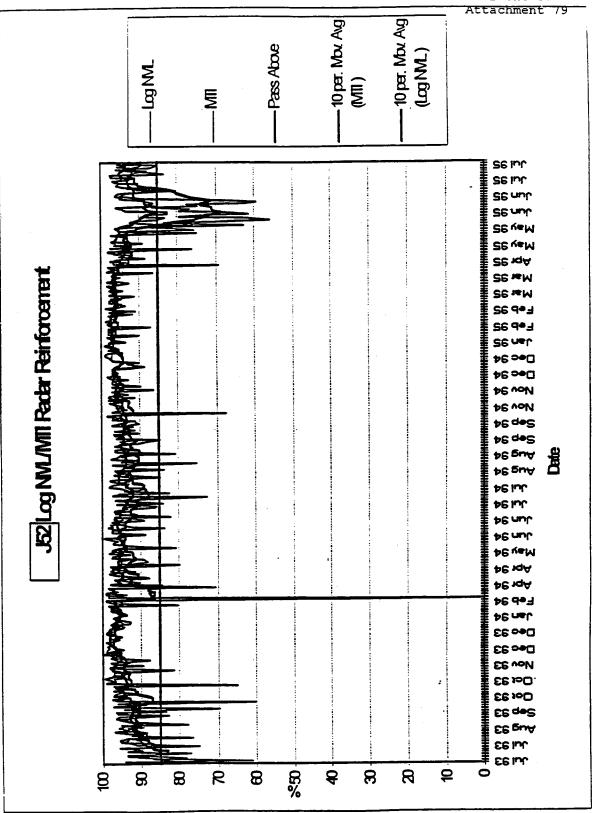
QARS ANALYSIS

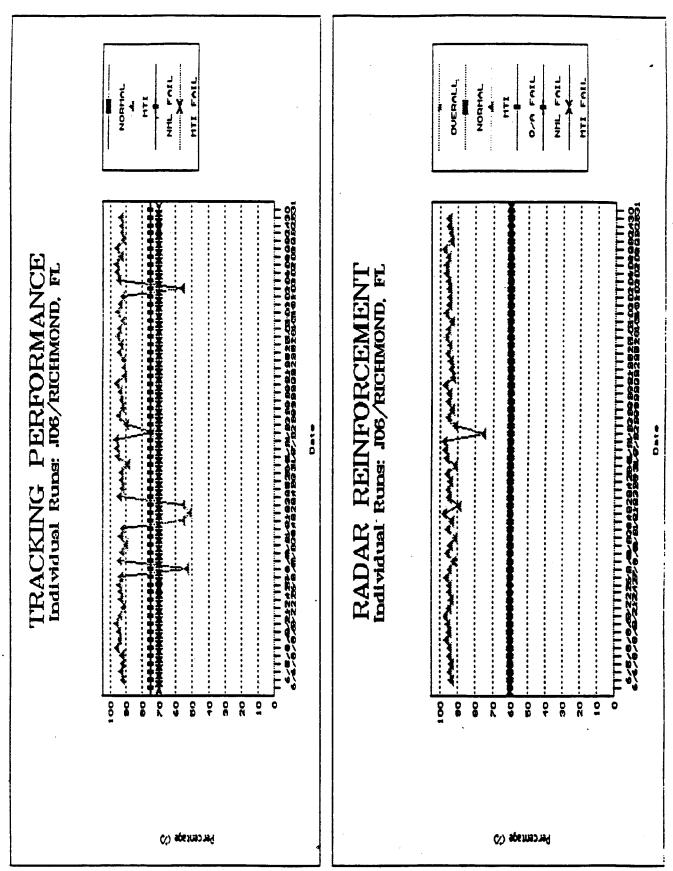
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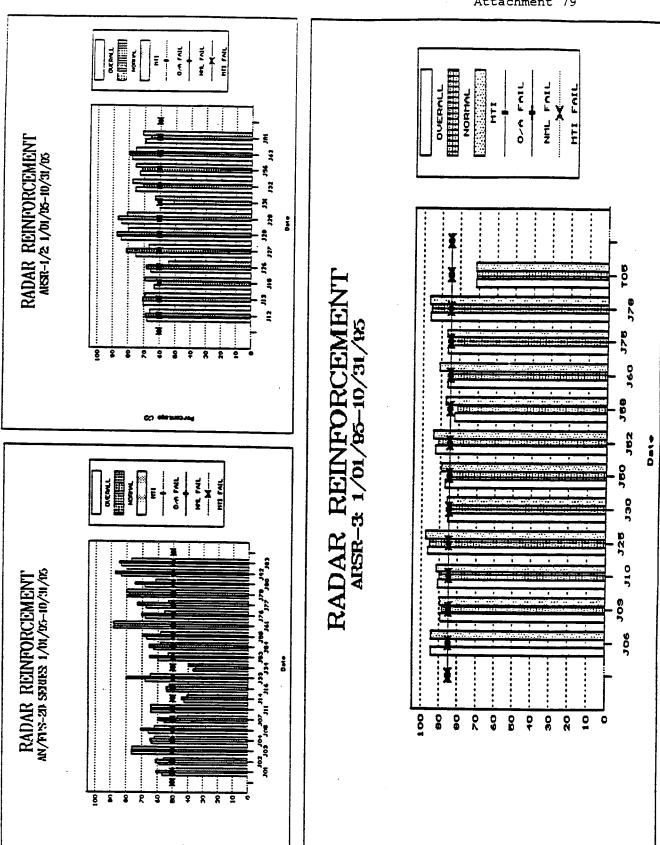


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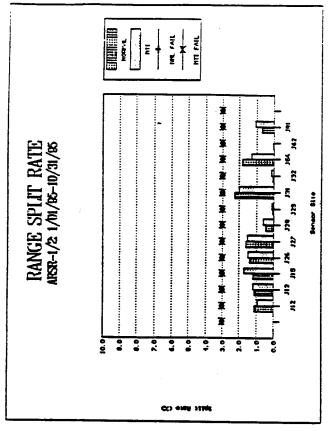
Page 120

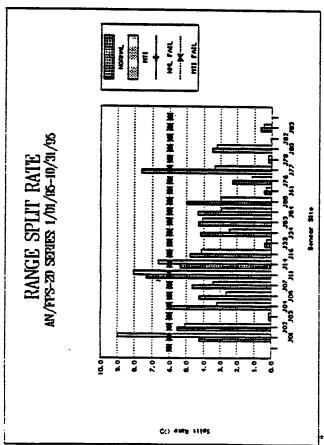


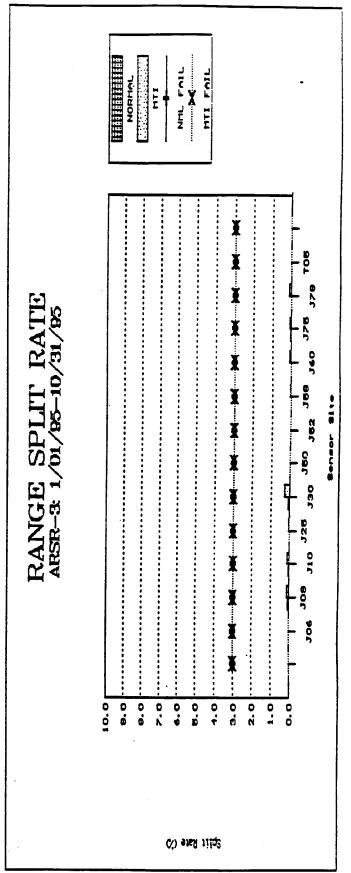
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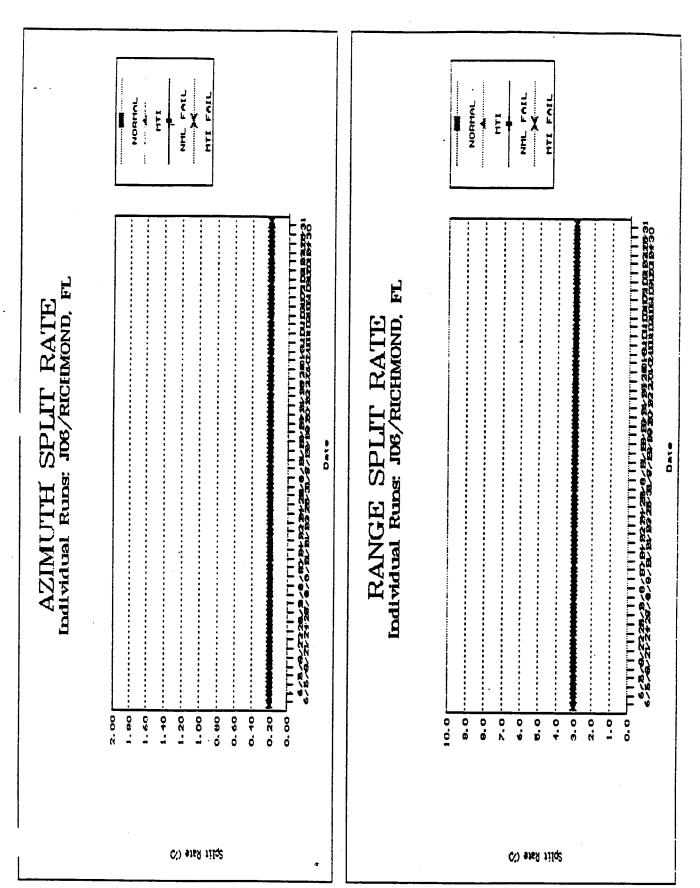
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Page 122



Page 123 (and 124)

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REMOTE AUTOMATED CONTROL INTERFACE (RACI) ATTACHMENT 12

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COMMON DIGITIZER (CD) - 2 STATUS REPORT FOR THE JOINT RADAR PLANNING GROUP CONFERENCE

FAA/AOS-510

January 9, 1996

CD-2 RACI MODIFICATION STATUS

ENHANCED REMOTE OPERATIONAL CAPABILITIES

- ◆ RACI/CD-2 COMM NORMAL
- ◆ DISTRIBUTION FREE CURVE
- ♦ BEACON OFFSET ON/OFF
- ◆ MODEM CHANNEL 3 ON/OFF
- ◆ LEADING EDGE CURVE ON/OFF
- ◆ RUN LENGTH DISCRIMINATOR ON/OFF
- ◆ VARIOÜS OTHER CAPABILITIES

CD-2 RACI MODIFICATION STATUS

IMPLEMENTATION

- ◆ DEPLOYMENT: NOW to Joint Use Sites and other critical locations
- ♦ 6 TEST SITES (Keno, OR; Paso Robles, CA; Jedburg, SC; LaGrange, IN; Searles Valley, CA, El Paso, TX)

CD-2 RACI MODIFICATION STATUS

IMPLEMENTATION STEPS

- ◆ CD-2 (ALL PREVIOUS MODS UP TO AND INCLUDING CHAPTER 20)
- ◆ RCIU (CONVERT FROM CD-1 TO CD-2 USE AND COMPLETE RACI SOFTWARE CONVERSION MOD)
- ◆ TANDEM (SOFTWARE CONVERSION)
- ◆ TRAINING FOR SYSTEM ENGINEERS AND SITE TECHNICIANS

CD-2 REMOTE AUTOMATED COMMAND INTERFACE (RACI) MODIFICATION

- ◆ RACI WILL SATISFY THE FAA's AND THE USAF's REQUIREMENTS TO MONITOR AND CONTROL THE CD-2 FROM REMOTE FACILITIES
- ◆ RACI PROVIDES THE CAPABILITY TO REDUCE MANNED COVERAGE AT JOINT-USE AND FAA RADAR SITES

RADAR DATA INTERFACE SYSTEM (RDIS) BRIEFING ATTACHMENT 13



Radar Data Interface System (RDIS)

BRIEFER: JOE ALLEN

NOV 95



RDIS

Designed to record radar data at output of SOCC modems and input to the Q-93 computer

6430.2 CHG 37 Appendix 79

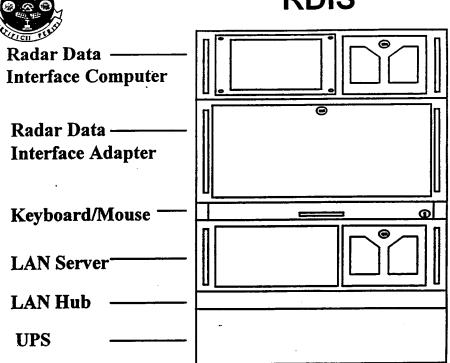
RDIS

- Simultaneously records 64 radar channels
- Uninterrupted recording while accessing radar data files
- Archives recorded raw radar messages
- Standardized message file format (RDI)



RDIS LAN SERVER

- Real-time data available to multiple users
- · Remote access to data





RDIS

Status

- Hardware prototype in-work
- Software (Phase 1) 98% complete
- Testing in-process at WADS (Dec-Jan 95)
- FOC
 - WADS 15 Mar 96
 - NEADS 15 Mar 96
 - SEADS 15 Mar 96



PREP

Approach:

- Phase 1 => Automate Data Collection
- Phase 2 => Automate Data Reduction
- Phase 3 => Automate Data *Analysis*

RADES SYSTEM 2 (RS2) FOR WINDOWS BRIEFING ATTACHMENT 14

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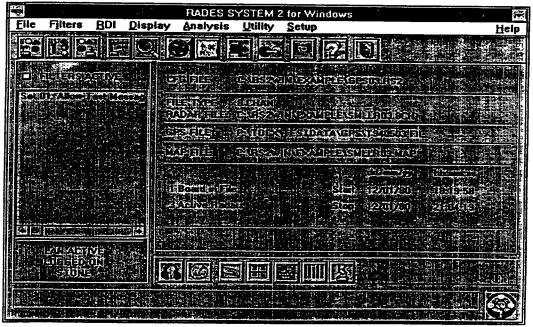


RADES SYSTEM 2 FOR WINDOWS

BRIEFER: JOE ALLEN NOV 95



RS2WIN



6430.2 CHG 37 Appendix 79



RS2WIN FEATURES

- RADAR DATA RECORDING
- REALTIME ASSESSMENT (limited)
- MODE 4 LOOPBACK
- RADAR DATA FILE ANALYSIS
- FILE DISPLAYS



RADAR DATA RECORDING

- Radar Data Interface (RDI) format
- 64 channel capability
- Individual channel selectivity



REALTIME ASSESSMENT

- TOTAL/AVG RADAR MESSEGE COUNTS
- TOTAL/AVG ERROR COUNT
- PERCENTAGE CALCULATIONS



- Generated Mode 4 test messege
- Record radar's Mode 4 response



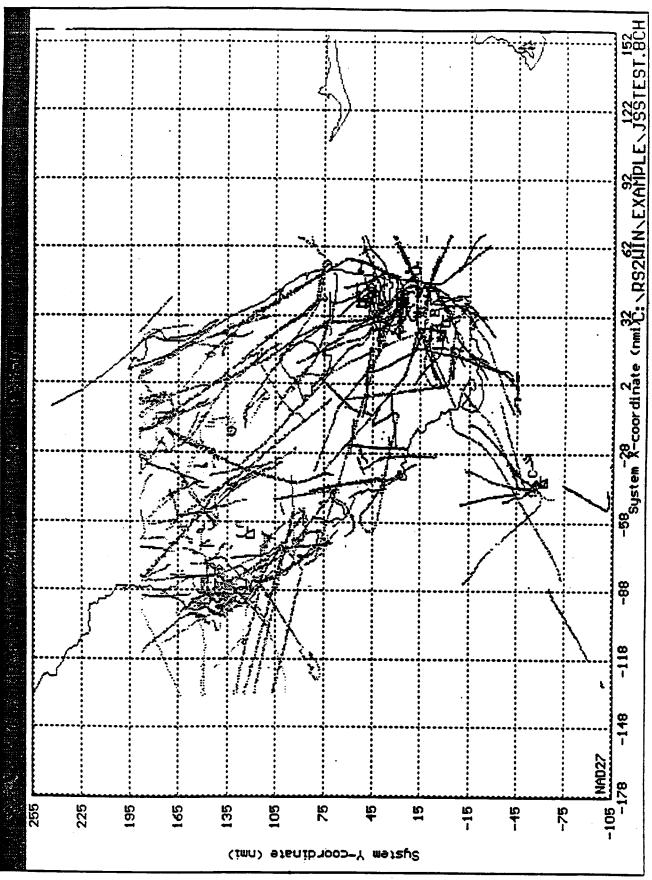
RADAR DATA FILE ANALYSIS

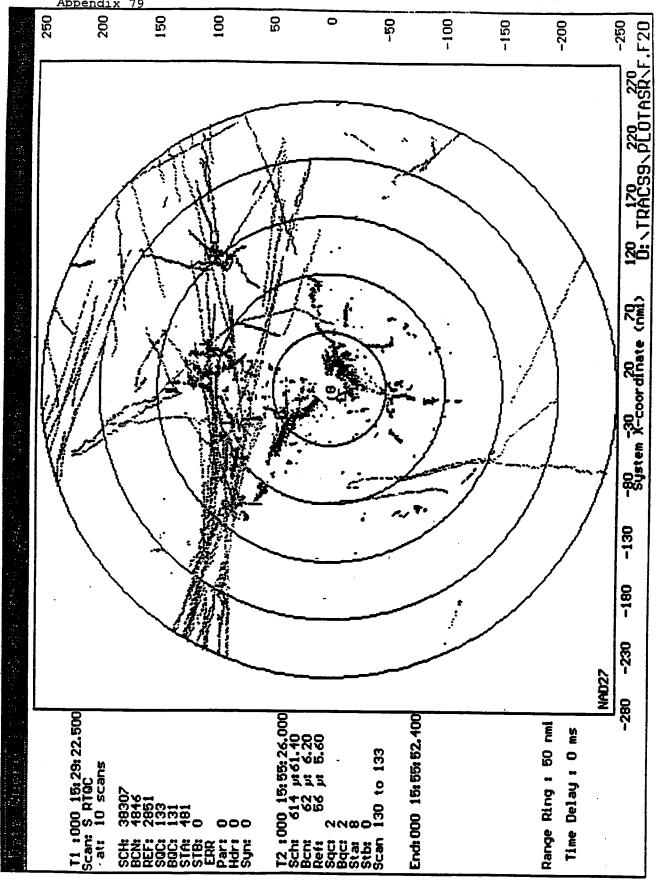
- Tracker (Search/Beacon)
- Data Filter
- Statistics (Search/Beacon)
 - Range/Azimuth
 - Height
- Create/edit tracks

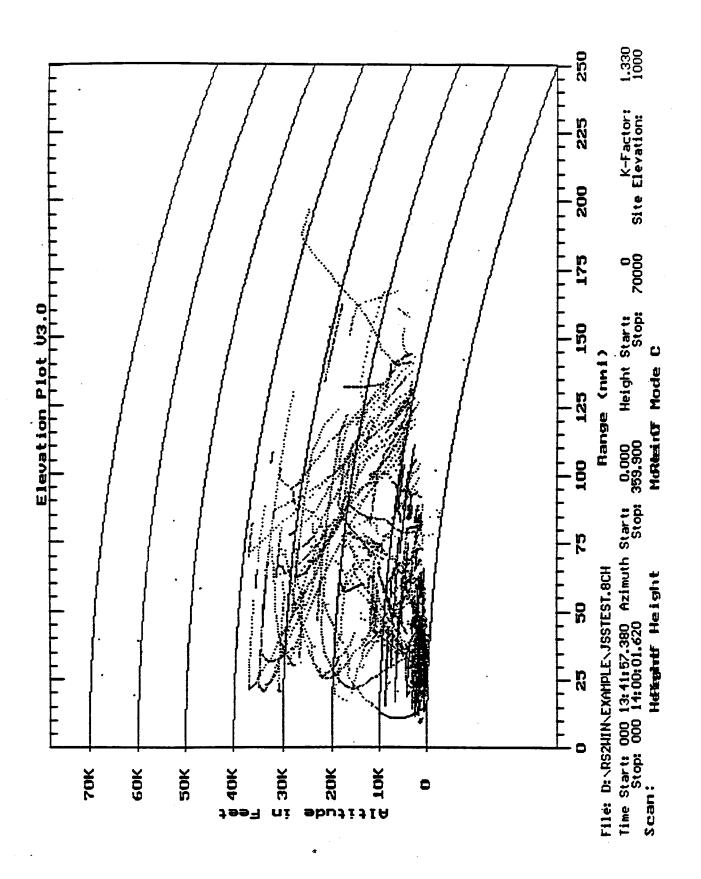


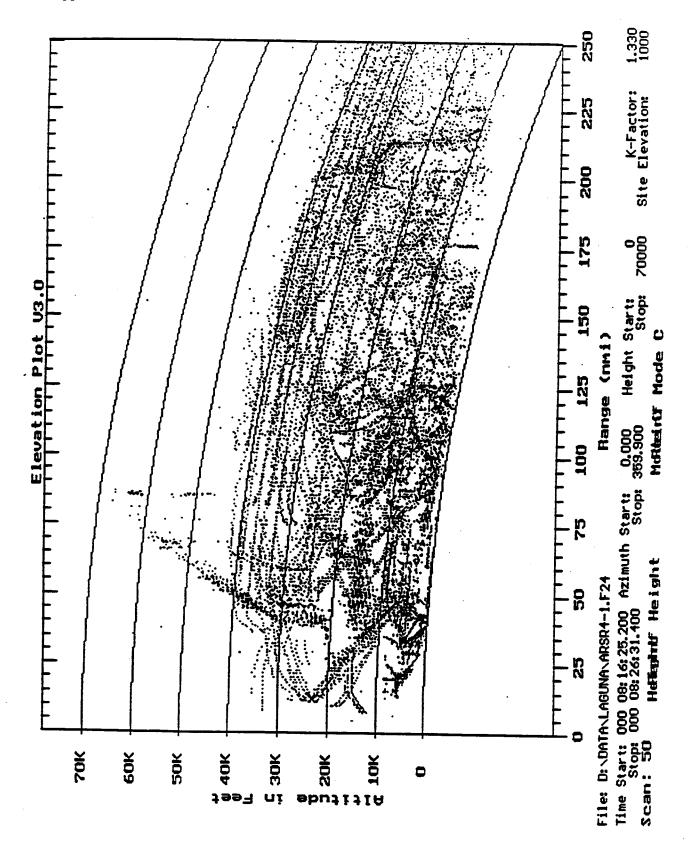
FILE DISPLAYS

- PPI (Single Site)
- Stereo (Multi-Site)
- RHI









NAT-914 BRIEFING ATTACHMENT 15

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NAT - 914 BRIEFING

JRPG PRESENTATION

NAT - 914

MEMORANDUM OF AGREEMENT
BETWEEN
FEDERAL AVIATION ADMINISTRATION
AND
UNITED STATES AIR FORCE
FOR
JOINT USE OF AIR DEFENSE RADAR ASSETS

NAT - 614 / NAT - 914 BACKGROUND

- NAT 614
 - FORMALIZED IN 1975
 - REVISED IN 1981 AND 1988
- NAT 914
 - SIGNED JAN 1995

PURPOSE

 ESTABLISHED TO PROVIDE FOR JOINT USAF AND FAA USE OF SPECIFIED LONG-RANGE ENROUTE RADARS OWNED BY BOTH AGENCIES.

MISSION

- USAF
 - SURVEILLANCE OF AIRSPACE
 - HEIGHT DATA FOR NONCOOPERATING TARGETS
 - COMMUNICATIONS WITH INTERCEPTORS
- FAA
 - SAFETY OF CIVIL AVIATION

NAT-614 REIMBURSEMENT

- ORIGINALLY REIMBURSEMENT WAS BY THE NUMBER OF MANPOWER SLOTS
- NO AUTHORIZATIONS OR END STRENGTH RELIEF WERE PROVIDED FOR MAINTENANCE AT ANY ARTCC OR FOR ANY PLANT, STRUCTURES, OR ROADS AND GROUNDS MAINTENANCE.
- LATER, USAF AGREED TO REIMBURSE FAA FOR MAINTENANCE OF USAF ELECTRONIC EQUIPMENT AND SHARED SITE COST ON A PERCENTAGE OF THE WORKLOAD

LONG RANGE RADAR REPLACEMENT

EVOLUTION IN TECHNOLOGY AND ESCALATING COST OF MANPOWER LED FAA TO SEEK REPLACEMENT FOR JOINT USE RADARS

- FAA DESIRED A SOLID STATE, TWO DIMENSIONAL RADAR REMOTELY MONITORED AND CONTROLLED FROM THE ARTCC PERMITTING UNATTENDED SITES
- USAF HAD ADDITIONAL REQUIREMENT HEIGHT DATA
- JRPG WORKED TOWARDS A JOINT FUNDED PROGRAM

FAA PROPOSAL

- FAA LETTER TO USAF PROPOSED:
 - USAF AND FAA SHARE 3-D RADAR ACQUISITION COST 50/50
 - AFTER INSTALLATION, FAA TO BECOME SOLE OWNER - - FAA WILL OPERATE AND MAINTAIN
 - FAA WILL PROVIDE DATA TO USAF AT NO ADDIT!ONAL CHARGE

MANAGEMENT

- POLICY AND MAINTENANCE OF JOINT USE SITES ARE UNDER THE AUTHORITY OF THE JRPG
- IMPLEMENTATION OF THE ARSR-4 REQUIRES JOINT APPROVAL OF THE JRPG COCHAIRMEN IN CONJUNCTION WITH JOINT PROGRAM OFFICE
- ARSR-4 MAINTENANCE AND OTHER ELECTRONIC EQUIPMENT IS THE RESPONSIBILITY OF THE FAA

EQUIPMENT INSTALLATION

- USAF AND FAA ARE RESPONSIBLE FOR THEIR RESPECTIVE UNIQUE EQUIPMENT
- OTHER DOD-USER DEVICES WILL BE INSTALLED AT JOINT USE SITES UNDER THE DIRECTION OF THE USAF
- USERS MUST PROVIDE EQUIPMENT ISOLATION AND A DESIGNATED DEMARCATION POINT

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EQUIPMENT INSTALLATION CONTINUED

- FAA AND USAF WILL JOINTLY ACCOMPLISH ALL INSTALLATION ACCEPTANCES
- INSTALLATION INTERRUPTIONS TO SERVICES WILL BE HELD TO THE ABSOLUTE MINIMUM
- USAF WILL PROVIDE THE FAA "AS INSTALLED" ELECTRONIC DRAWINGS OF USAF'S ELECTRONIC EQUIPMENT

11

CIVIL ENGINEERING

- FAA REGIONS WILL ISSUE REAL ESTATE USE PERMITS AS REQUIRED
- AFTER JRPG COORDINATION, THE REQUIRING AGENCY WILL PROGRAM, DESIGN, AND CONSTRUCT NECESSARY FACILITIES AND MODS
- PRIOR TO A CONSTRUCTION CREW DEPARTING A SITE, DAMAGE TO ROADS AND/OR SITE WILL BE REPAIRED TO THE SATISFACTION OF THE FAA

MAINTENANCE

- FAA WILL PROVIDE 24 HOURS A DAY, SEVEN DAYS PER WEEK MAINTENANCE SERVICE TO SUPPORT USAF'S OPERATION
- FAA MAY ELECT (WITH CONCURRENCE OF THE USAF) TO PROVIDE LESS THAN 24 HOUR MAINTENANCE STAFFING AT SITES HAVING A REMOTE MAINTENANCE MONITORING CAPABILITY

.13

MAINTENANCE CONTINUED

- DURING TIMES WHEN AN ON-SITE CERTIFYING TECHNICIAN IS NOT AVAILABLE, A 2 HOUR CALL BACK WILL BE PROVIDED CONSISTENT WITH THE CURRENT FAA ORDER 6030.31
- FAA WILL MAINTAIN A USAF TECHNICAL ORDER FILE TO SUPPORT USAF-OWNED EQUIPMENT. USAF WILL PROVIDE SUPPORT TO OBTAIN TOS, AS REQUIRED

MAINTENANCE CONTINUED

- TEST EQUIPMENT USED BY FAA TO SUPPORT THE USAF MISSION WILL:
 - BE EQUIVALENT TO FAA TEST EQUIPMENT, WHERE POSSIBLE, AND TRANSFERRED TO THE FAA
 - BE CALIBRATED AND MAINTAINED ON A REIMBURSABLE BASIS IAW CURRENT FAA MAINTENANCE PROCEDURES
 - NOT BE REPLACED WITH NAT-914 REIMBURSEMENT FUNDS IF THE ITEM COST MORE THAN \$25,000

15

MAINTENANCE CONTINUED

- COMMON SITE SUPPORT WILL BE MAINTAINED BY THE FAA ON A NON-REIMBURSABLE BASIS
- MAINTENANCE ACTIVITIES THAT COULD CAUSE AN INTERRUPTION OF SERVICE, WILL BE COORDINATED WITH USERS OF THAT SERVICE
- AFTO FORMS 349/350 AND CONDITION TAGS ARE THE ONLY USAF MAINTENANCE FORMS THE FAA WILL COMPLETE

SECURITY

- PHYSICAL SECURITY BEYOND THAT NORMALLY REQUIRED BY THE FAA WILL BE PROVIDED AND MAINTENANCE FUNDED BY THE REQUIRING AGENCY
- FAA IS RESPONSIBLE FOR COMSEC MATERIAL AND EQUIPMENT PLACED IN ITS CUSTODY
- USAF WILL FUND FOR EQUIPMENT REQUIRED TO SUPPORT COMSEC

17

SECURITY CONTINUED

- FAA WILL SUPPORT THE USAF REQUIREMENT FOR REKEYING OF CRYPTO DEVICES AT THE ARSR-4 SITES AS LONG AS THE SITE IS MANNED
- IF SITES GO UNMANNED, WHILE REKEYING IS REQUIRED, A SEPARATE NEGOTIATION FOR REIMBURSEMENT WILL BE REQUIRED
- IF FAA IS UNABLE TO MEET THE REKEYING REQUIREMENTS, THE APPLICABLE AIR DEFENSE SECTOR MUST BE NOTIFIED

COMMUNICATIONS CIRCUITS

- AGENCIES WILL PROVIDE CIRCUITS TO SUPPORT ITS OWN COMMUNICATIONS REQUIREMENTS
- ALL COMMUNICATIONS CIRCUIT CHANGES, ADDITION, OR DELETIONS WITHIN ANY SITE FACILITIES MUST BE COORDINATED

MANPOWER

- REGIONAL AIRWAY FACILITIES DIVISION MANAGERS ARE RESPONSIBLE FOR ENSURING ADEQUATE SITE STAFFING IS AVAILABLE
- FAA STAFFING LEVELS WILL BE MAINTAINED TO PROVIDE FOR USAF REQUIREMENTS INCLUDING UP TO 24 HOURS A DAY, SEVEN DAYS PER WEEK RESTORAL CAPABILITY BY PERSONNEL FULLY TRAINED AND QUALIFIED TO PERFORM MAINTENANCE ON ALL EQUIPMENT

MANPOWER CONTINUED

- AT SITES HAVING FULL RMM CAPABILITY, THE FAA MAY, WITH USAF CONCURRENCE, PROVIDE LESS THAN 24 HOUR MAINTENANCE STAFFING PROVIDED A TWO HOUR RESPONSE CAPABILITY IS MAINTAINED
- DURING LIVE FLYING EXERCISES OR TIMES OF ELEVATED DEFENSE CONDITIONS, FAA WILL MAINTAIN A MINIMUM OF ONE QUALIFIED TECHNICIAN ON WATCH AT EACH SITE INVOLVED

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TRAINING

 THE USAF WILL FUND TRAVEL AND PER DIEM COST FOR INITIAL AND FOLLOW-ON TRAINING OF FAA PERSONNEL ON USAF EQUIPMENT

REIMBURSEMENT/ PERFORMANCE/ACCOUNTING

- PRIOR TO ARSR-4 COMMISSIONING, NAT-614 CONTINUES TO APPLY TO EACH SITE
- AFTER ARSR-4 COMMISSIONING, NAT-914 WILL BE PHASED-IN QUARTERLY
- USAF WILL REIMBURSE THE FAA SUPPORT COST AT 17 PERCENT OF DIRECT COSTS

23

NAT-914 REIMBURSEMENT POLICY

- THE USAF SHALL REIMBURSE THE FAA FOR DIRECT AND INDIRECT SERVICES ON USAF-OWNED MISSION-UNIQUE EQUIPMENT COLLOCATED ON THE FACILITY WITH THE SURVEILLANCE RADAR
- RADAR DATA SHALL BE PROVIDED TO THE USAF AT NO ADDITIONAL COST/REIMBURSENIENT

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NAT-914 REIMBURSEMENT POLICY CONTINUED

- SITE REIMBURSEMENT SHALL BE A FIXED AMOUNT
- WATCH STANDING TO SUPPORT UNIQUE USAF OPERATIONS REQUIREMENTS (LIVE FLYING AND EXERCISES) ARE REIMBURSABLE BY THE USAF
- FOR JOINT USE SITES NOT MODERNIZED WITH THE ARSR-4 RADAR, REIMBURSEMENT WILL CONTINUE UNDER NAT-614 OR AS STATED IN AN APPENDIX (TO BE DEVELOPED) TO NAT-914

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JOINT USE SITE CONFIGURATIONS ATTACHMENT 16

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JOINT USE SITE CONFIGURATION CONTIGUOUS US (AS OF JAN 96)

RADAR SITES WITH MODE 4 AND RADIOS

Oilton Cross City Ft Fisher Salem Houston/Ellington/Morales North Truro Whitehouse Crescent City/Klamath Makah Riverhead/Suffolk Patrick/Melborne Ft Lonesome/Ft Green Tyndall/Panama City Bucks Harbor Oceanna** Paso Robles/Black Mtn

Paso Robles/Black MtnSlidell/New OrleansMt LagunaMill ValleyJedburgKey WestSan Clemente Island**Lake CharlesTamiami

NOTES:

Radios maintained by USAF

** Radios maintained by USN

RADAR SITES WITH RADIOS

Andrews/Odessa Remsen/Utica Silver City
Keno/Klamath Falls Malmstrom /Great Falls Watford City
Nashwauk El Paso Lakeside/Kalispell

JOINT USE DATA TIE SITES

The Plains/Wash DC Phoenix/Humbolt Mtn Empire
Citronelle/Grand Bay Dansville San Pedro
Sonora Canton/Detroit Trevose*

NOTES:

* Active Sep 91. Temporary data tie until Gibbsboro changes to the ARSR-4 radar. Est Jan 97

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JOINT USE SITE DATA TIES/SERVICES ATTACHMENT 17

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	on/Detroit	9/1	340		*Boston	NE AD Sector	
	on/Detroit					Canadian ROCC	
		0/0			*Cleveland	NE AD Sector	
		0/0			*Houston	SE AD Sector	
	(Grand Bay)				Atlanta		
					Memphis		
					Jacksonville		
	Crescent City	12/1			*Oakland	NW/SW AD Sector	30th Space Wing
	•				Seattle		
3	Cross City	9/1	3 HQ	1(UHF-USCS) *Jacksonville	*Jacksonville	SE AD Sector	
					Miami	· · · · · · · · · · · · · · · · · · ·	
6 Dansville	ville	90			*Cleveland	NE AD Sector	
			ı				
7 El Paso	80	4/1	2 HQ	1 (UHF-USCS) *Albuquerque		SW AD Sector	USCS
				2 (VHF-USAF)		•	
8 Empire	ē	0/0			olis	NE AD Sector	
<u></u>					Chicago		
	<u> </u>	12/1			*Minneapolis	NW AD Sector	
10 Ft Fisher	her	1/6	3 HQ	1 (UHF-USCS) "Washington	*Washington	SE AD Sector	VACAPES FACSFAC
	-	•		2 (USN)			JAX FACSFAC ·
_		***	Č	4 (MIE-USAF)		OF AD Contac	
		5	5	2 (VHF-USAF)		יייין אַר אַר אַר	
12 Houston	to.	1//	3 HQ	(UHF-USCS)	*Houston	SE/SW AD Sector	
	gton)		•	2 (VHF-USAF)	:	:	
•	nrg	9/1	3 HQ	1 (UHF-USCS) *Jacksonville		SE AD Sector	Jacksonville FACSFAC
14 Key West	Nest	9/1	3 HQ	1 (UHF-USCS) Miami		SE AD Sector	CARIBROC
	: :			:			Navy TARPON and DAICC

OTHER		Whidbey IsI FACSFAC		CARIBROC	Whidbey Isl FACSFAC Vancouver Canada ARTCC	30th Space Wg USCS San Diego FACSFAC	VACAPES FACSFAC	VACAPES FACSFAC	USCS	30th Space Wg/USCS R2508 System Edwards AFB
RADAR DATA TIES A ADROCC	NW AD Sector	NW AD Sector		NW AD Sector SE AD Sector	NW AD Sector	SW AD Sector SW AD Sector	NE AD Sector	NE AD Sector	SW AD Sector	SW AD Sector
RADA	*Seattle	*Seattle	:	*Saft Lake City *Miami	Seattle	*Oakland *Los Angeles	Minneapolis Boston	Washington	*Ft Worth Albuquerque	Los Angeles Oakland
OTHER RADIOS		2 (VHF)	4 (USN) single channel	2 (VHF-USAF)		2 (VHF-USAF) 1 (UHF-USCS) 2 (VHF-USAF)	_ :	:	1 (UHF-USCS)	2 (VHF-USCS) 2 (VHF-USCS) 2 (VHF-USAF)
F RADIOS HAVE QUICK II		3 HQ		3 HQ		3 HQ	3 HQ	3 HQ	2 HQ	
USAF UH SINGLEMULTI CHANNEL	7/1	9/2*(NW ADS) 2/0 (CW ROCC) *ATCC/Guard and multi-shared chan-	nel shared by 3 agencies	12/1 9/1	1,8		1/6	9/2 (USN Maintained)	14	1/6
LOCATION	Klamath Falls (Keno) Lakeside	Makah		Malmstrom	Mica Peak	Mill Valley Mt Laguna	Nashwauk North Truro	Oceana	Odessa	Paso Robies
		- -								

age 2

SINGLEMULTI HAVE OTHER FADIOS SINGLEMULTI GUICK II (PHF-USCS) "Miami (UHF-NAVY) Jacksonville (UHF-NAVY) Jacksonville (UHF-NAVY) Jacksonville (UHF-NAVY) Jacksonville (UHF-USCS) "Washington New York (UHF-USCS) "Washington OVO (30th Range Gp) 3 HQ 4/11(UHF-USCS) "Los Angeles 4/11 2 HQ 1 (UHF-USCS) "Houston OVO (100
3 H RADIOS 3 H 2 2 H 2 H 2 H 2 H 2 H 2 H 2 H 2 H 2
0.1100Y0Y0Y0Y + Y100Y40

²age 3

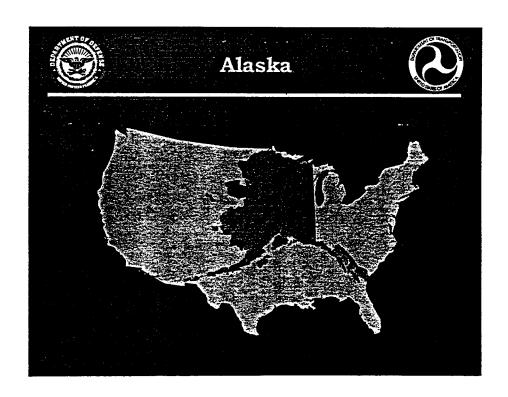
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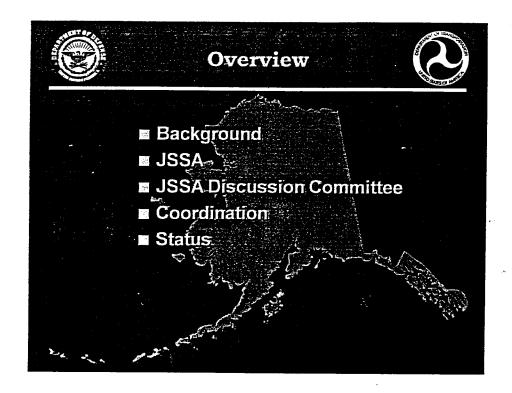
MULTI HAVE NEL QUICK II 2 HQ 2 HQ 2 HQ 3 HQ	OTHER FAA ADROCC OTHER	SE AD Sector	2/0(30th Space No. Space Wg Wing)	FACSFAC SAN DIEGO	ONLY	NSCS	-USAF				
SINGLE LOCATION CHAN Lake Charles 4/ Point Arena 12/ San Clemente 12/ Wandenberg C 9// (LOM POC)	HAVE QUICK II	4.8	2/0(30 Wing)							:	
LOCA Lake Ch Point Ar Mt Lem Vandenifr (LOM P	SINGLEIMULTI CHANNEL	4/1	12/1	12/1	***	-	2 6			:	
					1040 100000	MI Leimmon AZ	Laughlin TX Vandenberg C	(LOM POC)		:-	

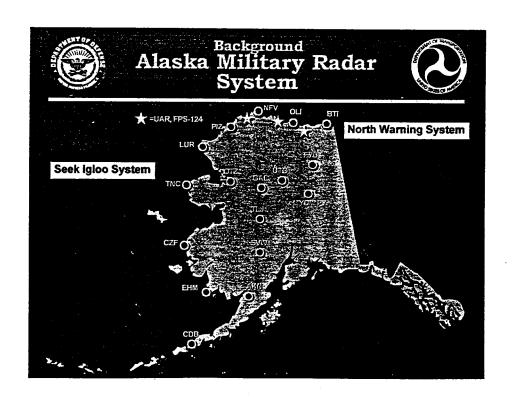
JOINT SURVEILLANCE SYSTEM ALASKA (JSSA) BRIEFING ATTACHMENT 18

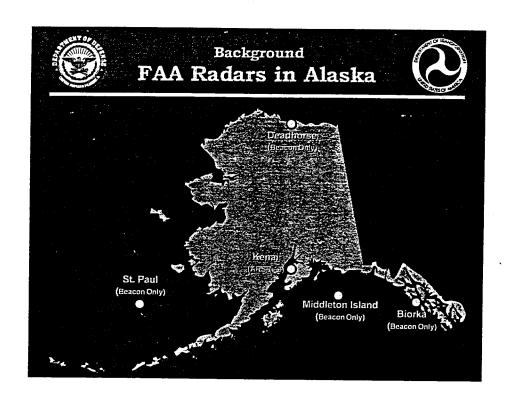
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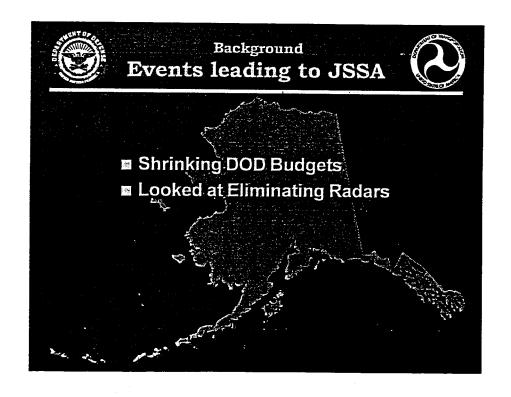


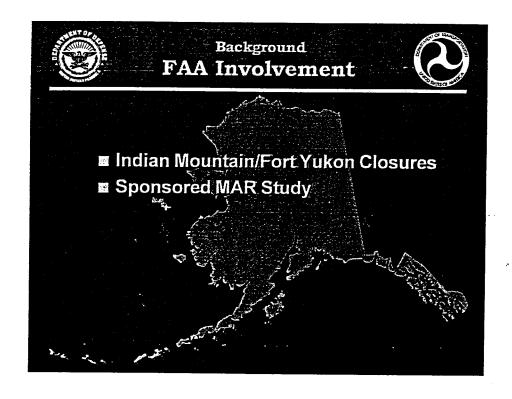


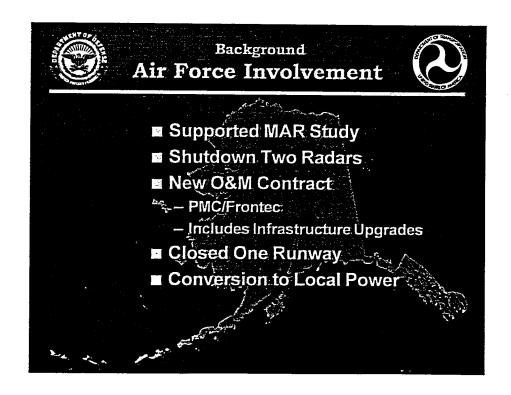


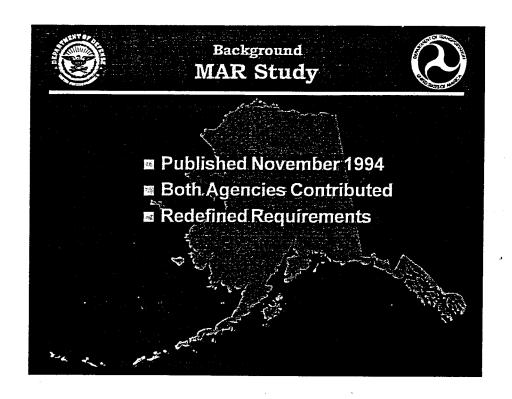


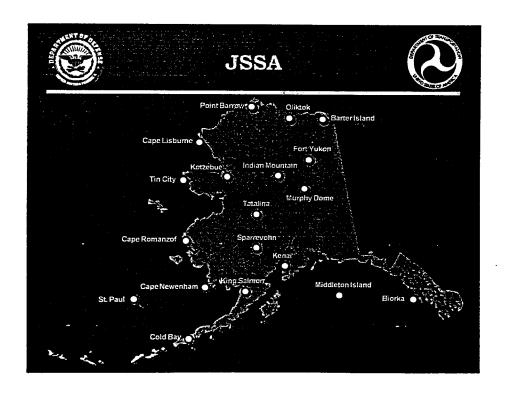




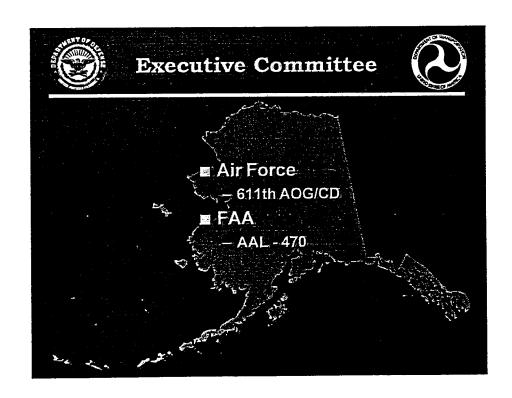


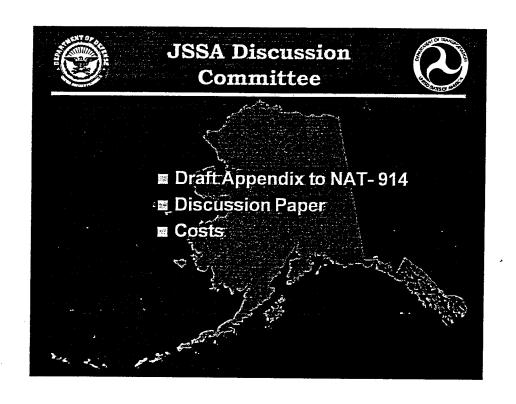


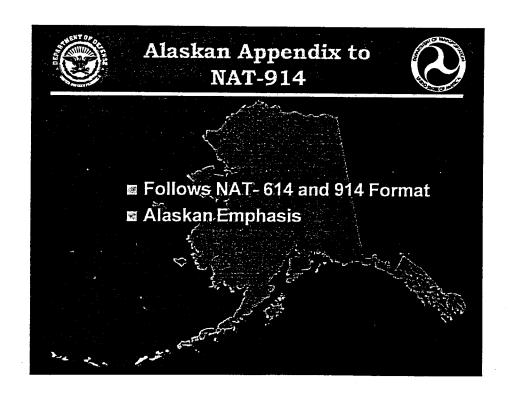


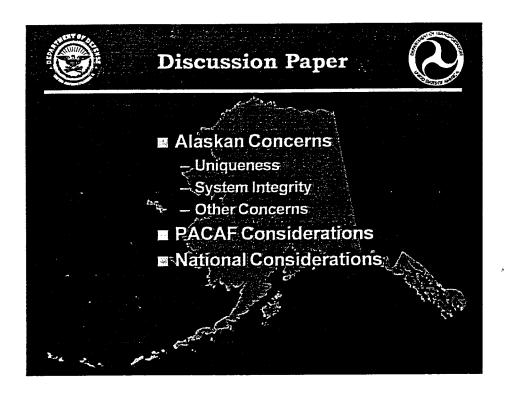


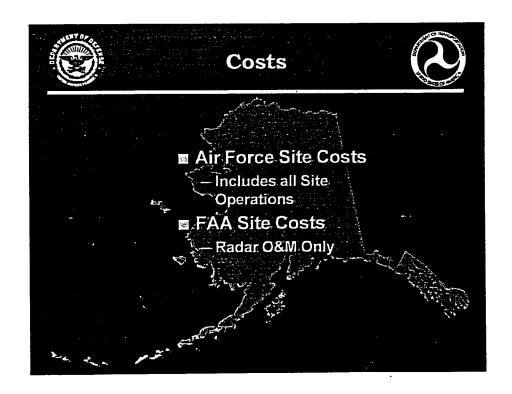


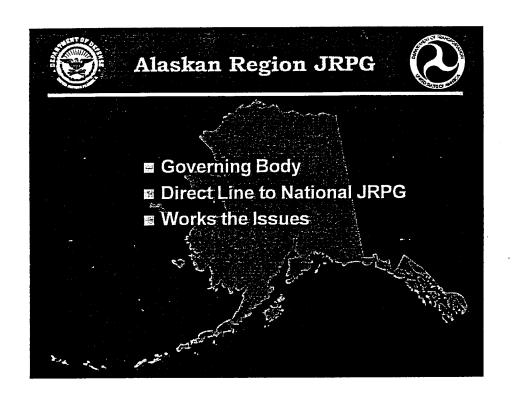


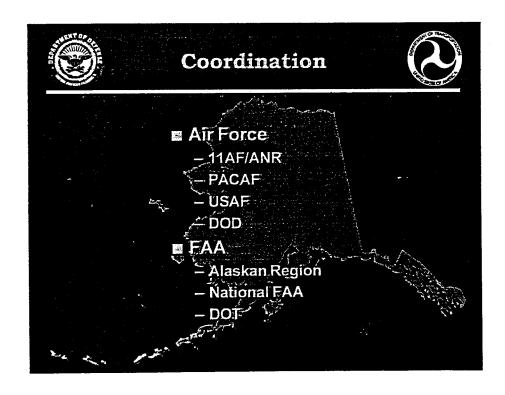


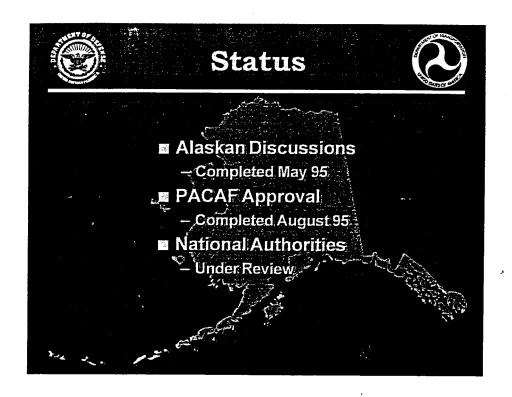




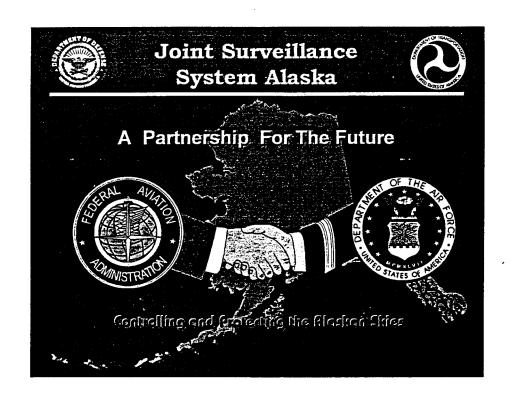












JSS HEIGHT FINDER RADAR (HFR) REMOVAL (PPLAN 86-10) BRIEFING

ATTACHMENT 19

PPLAN 86-10 JSS HEIGHT FINDER RADAR REMOVAL AS OF 15 JAN 96

SITE	RADAR REMOVED	TOWER REMOVED	TOWER TO BE REMOVED	<u>REMARKS</u>
Bucks Harbor Calumet MI Cross City Crescent City	X X X X	x	x x	Given to local county Scheduled removal Aug 96 Estimate removal Aug 97
Empire Ellington El Paso Ft Fisher	X X X X	X X X		Transfered to ANG
Ft Lonesome Finley	X X	^	X	Scheduled removal.Jun 97 Scheduled removal Jun 97
Gibbsboro Jedburg Keno	X X X			To be transfered thru GSA Transfered to FAA Transfered to FAA
Key West Kalispell Lake Charles	X X X	X X X	·	Transfered to Navy
Makah Malmstron Mt Laguna Mill Valley	X X X X	X X		Transfered to FAA To house ARSR-4 TWR
Mica Peak Nashwauk	X X	X X		10 nouse ARSR-4 1 WR
N. Truro Oilton Oceana	X X X	X X X		Given to Rancher
Odessa Pt Austin MI Patrick	X X X	X 	•	Transfered thru GSA Host Base Property
Phoenix Paso Robles Pt Arena	x x x	X X	x	Estimate removal Nov 97
Richmond Riverhead Salem	X X X	x	x x	Scheduled removal Nov 97 Scheduled removal Sep 96
Slidell Silver City San Pedro	X X X	x		Never Had Twr Tower transfered to FAA
Tyndall Utica Watford City	X X X	X X X		
Whitehouse	x 41	23	2	

HAVE QUICK RADIOS PROGRAM BRIEFING ATTACHMENT 20

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- AN/GRC-171B(V)4 Radio
- HQ Principles
- JSS HQ II Problem Areas
- Logistics Support Status
- Maintenance Training

MSgt Smith ACC/SCYR DSN 674-6340



AN/GRC-171B(V)4 Radio

- Multi-role UHF Transceiver
 - AM narrow-band voice
 - HAVE QUICK
 - AM wide-band data
 - FM narrow-band voice
 - FSK link 4 (TADIL C) data
 - FM link 11 (TADIL A) data



HQ Principles

- Time of Day (TOD)
 - Synchronizes radios within net to change frequencies
 - Radio accepts first TOD after power up
 - Ignores others unless operator updates
 - Updates can be made in either active or normal modes
- Word of Day (WOD)
 - Programs radio with frequency hopping pattern and rate
 - All radios in net must contain identical WOD elements
- Multiple Word of Day (MWOD)
 - Automatically changes WOD without operator input
 - Lessens chance of operator error
- Active Net Numbers
 - Programs entry point in frequency hopping pattern
 - Allows multiple radio net ops with common WOD and TOD



JSS HQ II Problem Areas

- RF Filter (A7) and FM Modem (A11) poor performers
 - ACC replaced faulty cards identified during installs
 - Cards are at each Sector awaiting installation
- FM frequency standards were too strict
 - Resulted in erroneous indication of faulty A11 cards
 - Standard relaxed to 3X tolerance for AM mode
- Inadequate test equipment used during installations
 - Proper test equipment is on-site



Logistics Support Issues

- ISSL 15FC6512 loaded at Tyndall AFB to support JSS
 - Contains complete set of circuit cards
 - Development of ISSL led to release of repair parts
 - Previously only MICAPS were released
- Installation teams must do PQDR's on failed CCA'a
 - Replacement cards will be ordered using normal procedures
- Equipment Status Reporting
 - Locations (Sectors) should be reporting equipment status
 - CAMS/REMIS
 - Provides Systems Manager with snapshot of system's health



Maintenance Training

- JSS Site Training Status
 - Silver City & El Paso 0 qualified
 - Several sites reflect only one trained technician
- ACC Staff Assistance
 - Currently have 1 trained technician on Staff
 - Work ACC assisted training requests through 1 AF/SCL

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UHF RADIOS TEST AND MONITOR PANEL REPLACEMENT BRIEFING

ATTACHMENT 21

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TSV/FCS UPGRADE & HQII RADIOS

JRPG MEETING 14-16 NOV 95

Mr Terry J. Partee, 38 EIG/EICR

4021 Hilltop Rd, Ste 205

Tinker AFB OK 73145-2713

DSN: 884-9478 COM: (405) 734-9478 (VOICE)

DSN: 884-9448 COM: (405) 734-9448 (FAX)

DDN: partee@serverg.eiw38.af.mil

TSV/FCS UPGRADE

OBJECTIVE OF UPGRADE

• PROVIDE THE SECTOR OPERATIONS CONTROL CENTERS (SOCCs) SECURE VOICE CAPABILITY VIA THE JSS SITES

OVERVIEW OF UPGRADE

- REMOVE CABLING FROM FCS DEMARC TO RADIO RACKS
- REMOVE OLD TEST & MONITOR PANEL AND OLD PATCH PANEL
- INSTALL NEW TEST & MONITOR PANEL AND NEW PATCH PANEL
- INSTALL NEW GTE/USAF DEMARC BLOCKS AND NEW CABLING TO RACKS
- INSTALL NEW WIDEBAND ATTENUATOR PANELS AND SET RX WB TO ZERO DBM
- TEST WIDEBAND TX/RX FUNCTIONS, NEW EQUIPMENT AND CABLING

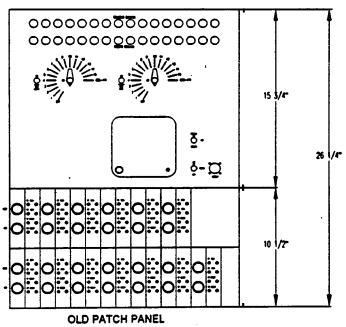
REASONS FOR PATCH PANEL REPLACEMENT

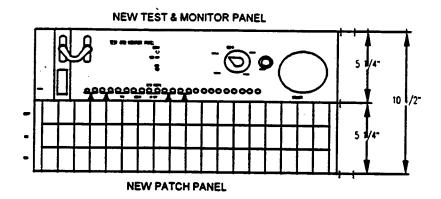
- EXISTING PATCH PANEL CANNOT HANDLE ENOUGH CABLE PAIRS (SIX PAIR MAX).
- EXISTING PATCH PANEL REACHING THE END OF LOGISTICS LIFE CYCLE.
- PROVIDE UNIFORMITY OF PATCH PANELS AT THE SITE.
- ENSURE CAPABILITY OF PASSING 16kHz SIGNAL TO THE WIDEBAND INPUT OF THE RADIOS.

REASONS FOR TEST AND MONITOR PANEL REPLACEMENT

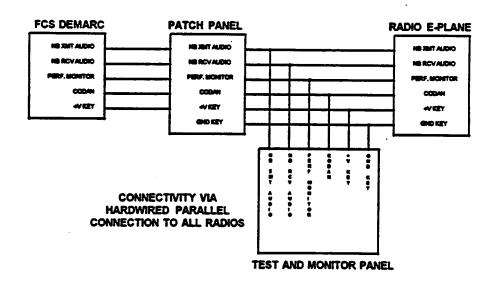
- EXISTING TEST AND MONITOR PANEL IS NO LONGER LOGISTICALLY SUPPORTABLE
- EXISTING TEST AND MONITOR PANEL NOT CAPABLE OF SUPPORTING WIDEBAND CONNECTIVITY.
- RACK SPACE REQUIRED FOR THE EXSTING TEST AND MONITOR PANEL COULD BE USED TO AID IN JSS PATCH PANEL REPLACEMENT.

OLD TEST & MONITOR PANEL



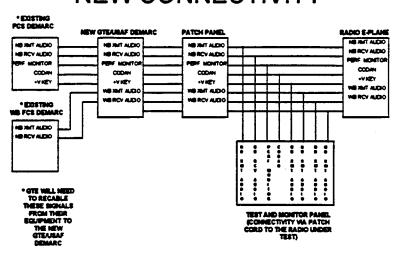


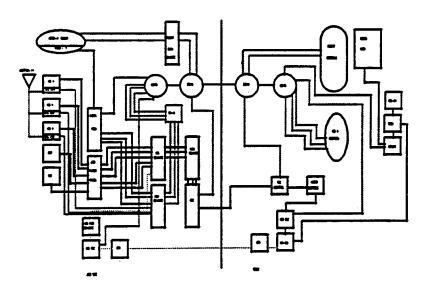
EXISTING CONNECTIVITY



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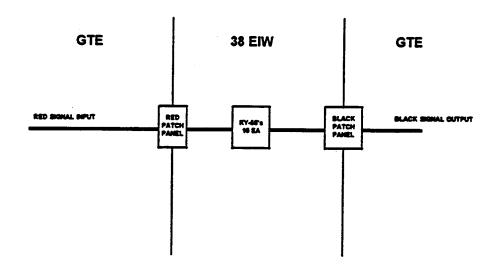
NEW CONNECTIVITY





JSS CONNECTIVITY

38 EIW INSTALLED EQUIPMENT AT THE SOCC



JSS SITES COMPLETED BY 38 EIW

- FT FISHER
- WHITEHOUSE
- CROSS CITY
- PATRICK
- FT LONESOME
- KEY WEST
- TYNDALL
- SLIDELL
- LAKE CHARLES

- ELLINGTON
- MT LAGUNA
- TAMIAMI
- OILTON
- SE SOCC

DESIGN CHANGES TO TSV/FCS

- ELIMINATION OF WIRE WRAP BLOCKS AND 50 PIN CONNECTORS WITHIN RADIO RACK.
- NEW ATTENUATOR PANELS TO PAD BOTH PLAIN TEXT AND CYPHER TEXT RECEIVE SIGNALS TO ZERO DBM AT RADIO RACK.
- ENCOUNTERED SOME PROBLEMS WITH NEW TEST AND MONITOR PANEL DESIGN. 838 EIS HAS RECEIVED NEW DESIGN/PARTS AND EI TEAMS RESUME INSTALLATIONS ONCE FABRICATION IS COMPLETED.

HQII RADIOS

- 29 OF THE 31 SITES ARE INSTALLED
- TWO SITES YET TO BE INSTALLED:
 - SAN CLEMENTE CA
 - RAINBOW RIDGE CA
- •GPS RECEIVERS WERE NOT AVAILABLE FOR INSTALLATION AT MOST SITES
- •MOST EI TEAMS PREWIRED FOR THE GPS RECEIVERS TO VARIOUS DEGREES
- •NEED FUNDING TO PURCHASE J-28 CONNECTORS AND BACKSHELLS FOR AT LEAST THREE SITES

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TELCO ROOM CONFIGURATION CONTROL BRIEFING ATTACHMENT 22

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FAA/USAF RADAR REPLACEMENT PROGRAM

DOD/FAA FORMAL JOINT RADAR PLANNING GROUP MEETING, JANUARY 1996 COMMUNICATIONS SUB-GROUP

CO-CHAIRMEN
SAMPATH KRISHNAN (FAA)//ED WORMLEY (DOD)

OVERVIEW

- TELCO ROOM
 CONFIGURATION/STANDARDIZATION
- COMPLETION OF THE HAVE QUICK II PROGRAM
- SECURE VOICE
- MODE VI REMOTE KEYING
- TELEPHONE COMPANY UPGRADES
- NEW REQUIREMENTS (CARIBOU)

TELCO ROOM CONFIGURATION

- ISSUE-SUFFICIENT SPACE AVAILABLE TO INSTALL EQUIPMENT RACKS TO SUPPORT AIR FORCE AND FAA REQUIREMENTS AT NEW ARSR-4 SITES
- DISCUSSION-ROOM DESIGNED FOR 105 SQ FEET
 - CONCERN EXPRESSED OVER MAINTENANCE SPACE (36 Vs 30 INCHES)
 - COMMUNICATION SUB-GROUP TASKED TO RESOLVE ISSUE
- SOLUTION-OBTAINED APPROVAL FOR 30 INCH SPACE
- ROOM CAN ACCOMMODATE SIX RACKS
 FOUR AIR FORCE AND TWO FAA

CONFIGURATION OF EXISTING SITES

- ISSUE-SPACE AVAILABILITY IS VARIED AT EXISTING LOCATIONS
- DISCUSSION-NO STANDARDS HAVE BEEN DEVELOPED TO INSURE SUFFICIENT SPACE IS AVAILABLE TO SUPPORT TALCO REQUIREMENTS
- SOLUTION-REVIEW CURRENT DRAWINGS AND VALIDATE CORRECT
 - SITE MANAGER UPDATE
 - E&I VERIFY DURING SITE VISITS
 - MAKE NECESSARY SPACE AVAILABLE

TELCO ROOM

- FOLLOWING SITES HAVE BEEN VISITED
 - LAKE CHARLES
 - MICA PEAK
 - SLIDELL
 - FT LONESOME
 - OCEANA
 - SALEM (existing)
 - UTICA (existing)

HAVE QUICK II

- ISSUES-ALL RADIOS HAVE NOT BEEN INSTALLED AND THERE ARE NUMEROUS DISCREPANCIES THAT HAVE NOT BEEN CLEARED
- DISCUSSION-RADIOS DID NOT WORK PROPERLY DURING INSTALLATION PROCESS
- PLAN WAS DEVELOPED BY E&I TO CLEAR 1261 ISSUES
- USERS DID NOT CONCUR, IN TOTAL
- PROGRAM HAS BEEN DRAWN OUT TOO LONG, FUNDING LIMITED

HAVE QUICK II

- SOLUTION-IN CONCERT WITH 38EIC, DEVELOP PLAN TO CLEAR DISCREPANCIES—SATISFY THE CUSTOMER
 - INSTALL RADIOS AT SAN CLEMENTE AND CHILDS PEAK
 - CLEAR OPEN ITEMS
 - DEVELOP PLAN/SCHEDULE
 - ADDRESS FUNDING REQUIREMENTS
- SUPPORT PACKAGE PROVIDED TO SECTORS

HAVE QUICK II IMPLEMENTATION PLAN

- NEW INSTALLATIONS
 - SAN CLEMENTE, FEB 96
 - CHILDS PEAK, MAR 96
- CORRECTIVE ACTIONS-HQ II/GPS
- SEADS
 - JEDBURG

-LAKE CHARLES

- KEY WEST
- SLIDELL
- CROSS CITY

HAVE QUICK II IMPLEMENTATION PLAN

838TH 938TH 738TH MT. LAGUNA MCKAH **KEY WEST** SILVER CITY SALEM **OCEANA ODESSA** MCCORD N TORO **ELLINGTON** PASO ROBLES **BUCKS HARBOUR** OILTON **EL PASO**

SECURE VOICE

- ISSUE-USER HAS EXPRESSED DISPLEASURE WITH SYSTEM PERFORMANCE-LACK OF CONFIDENCE
- DISCUSSION-SYSTEM PERFORMS ERRATICALLY
- OPERATORS DISTRUST OF SYSTEM
 - ENGINEERING ISSUES NOT RESOLVED
 - LACK OF OPERATIONAL INSTRUCTIONS AND TRAINING
 - LACK OF TRAINING

SECURE VOICE

- SOLUTION-FIX THE SYSTEM
 - RESOLVE ENGINEERING ISSUES
 - DEVELOP OPERATIONAL INSTRUCTIONS
 - SECTORS PROVIDE TRAINING

MODE IV REMOTE KEYING

- ISSUE-NO CAPABILITY TO REMOTELY KEY MODE IV
- DISCUSSION-FAA INTENDS TO UNMAN SITES
 - CURRENT PROGRAM DOES NOT PROVIDE FUNDING FOR CI-13
 - NEED A CAPABILITY NOW
 - ACC/DOY MSG-NO RESPONSE
- SOLUTION-SHORT/LONG TERM
 - OBTAIN INTERIM CAPABILITY (KS-10)
 - OBTAIN FUNDING SUPPORT FOR CI-13

INSTALLATION OF FIBER OPTICS

- ISSUE-TELEPHONE COMPANIES REPLACING OLDER CABLES WITH FIBER
- DISCUSSION-THE INSTALLATION OF FIBER CAN IMPACT ON TALC SPACE
- NEED TO DEFINE SPACE REQUIREMENTS IN TALC ROOM
- SOLUTION-CONTACT DIFFERENT VENDERS TO DETERMINE THEIR REQUIREMENT FOR SPACE
 - -RACKS
 - MODEMS

CARIBOU MAINE COMMUNICATIONS

- ISSUE--REQUIREMENT FOR HAVE QUICK RADIOS TO SUPPORT NEADS COUNTER DRUG OPERATIONS
- DISCUSSION-NEADS STATED REQUIREMENT FOR FIVE RADIOS
 - 1AF DID NOT VALIDATE REQUIREMENTS FOR RADIO LOCATION AT CARIBOU
 - FIVE RADIOS AND ANTENNAS PROVIDED TO NEADS
 - DATA TIE REQUIREMENT VALID
 - SITE SURVEY CONDUCTED

CARIBOU COMMUNICATIONS

- SOLUTION-ESTABLISH DOCUMENTED REQUIREMENT FOR DATA TIE TO NEADS
 - SUBMIT CSRD
 - PROVIDE FUNDING FOR DATA TIE
 - SITE SURVEY CONDUCTED IN DEC 95

SUMMARY

- TELECOMMUNICATIONS ROOM
- DEVELOPED STANDARD FOR NEW SITES
 - BASED ON ACTUAL PHYSICAL SURVEYS
 - RESOLVED 30" vs. 36" CLEARANCE ISSUE
- INSURE CHANGES REACH SITE MANAGER
- MUST INSURE MAXIMUM UTILIZATION OF WALL SPACE
- ADDRESS EXISTING FACILITIES INDIVIDUALLY
 - MAKE SPACE AVAILABLE
- ADDRESS FIBER REQUIREMENTS

SUMMARY

- HAVE QUICK INSTALLATIONS
 - COMPLETE SAN CLEMENTE/CHILDS PEAK
 - CLEAR OPEN 1,261 DISCREPANCIES
 - JEDBURG SC
 - KEY WEST FL
 - SLIDELL LA
 - CROSS CITY FL
 - LAKE CHARLES LA
- WADS (MAR) NEADS (FEB)

SUMMARY

- SECURE VOICE FUNCTION DOES NOT WORK
 - ENGINEERING ISSUES MUST BE RESOLVED
 - NEED PUBLISHED OPERATIONAL INSTRUCTIONS
 - CONDUCT NECESSARY TRAINING

SUMMARY

- MODE IV REMOTE KEYING
 - SITES TO BE UNMANNED BY FAA
 - HAVE NO CAPABILITY TO REMOTELY KEY
 - NEED REQUIREMENTS/IMPACT STATEMENT
 - FUNDING FOR SHORT/LONG TERM REQUIREMENTS
- IMMEDIATE NEED FOR LAKE CHARLES AND GIBBSBORO

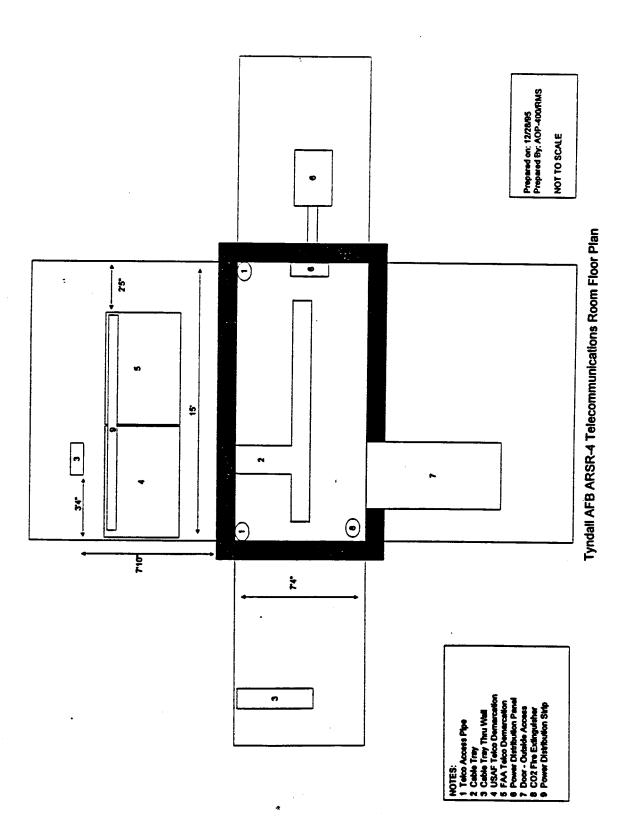
SUMMARY

- MODE VI REMOTE KEYING
 - OBTAIN NEAR TERM CAPABILITY (KS-10)
 - DEFINE LONG TERM REQUIREMENT
 - SUPPORT FUNDING FOR BOTH

SUMMARY

- REQUIREMENTS FOR CARIBOU
 - SUPPORT REQUIREMENT FOR DATA TIE
- RETAIN ASSETS IN-PLACE UNTIL PROVIDED DISPOSITION INSTRUCTIONS

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